



TEMPLE CITY

DOWNTOWN SPECIFIC PLAN



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I. INTRODUCTION

A. PURPOSE

Downtown Temple City is in need of revitalization. While the commercial area remains generally cohesive and lively, time has taken its toll on many of the original businesses. Many of the major landmarks, such as Lieberg's Department Store, have disappeared, and some buildings suffer from structural deficiencies and a dated appearance. Other than the parking lots constructed in the 1960's few public improvements have been made, and some public facilities suffer from deterioration.

Las Tunas Drive is no longer competitive as a general merchandising street. While a few of the original merchants remain, the street has evolved into more of a mixed-commercial district with professional and service retailers. Some of the more successful businesses are specialty retailers which draw on a regional clientele, rather than local residents. Some residents feel downtown Temple City suffers from competitive shopping centers, including some within the City, which provide better parking and other conveniences, and which cater to the shopping patterns of today's consumer.

Downtown has also been heavily influenced by ethnic change both in terms of the types of businesses and their clientele. This change is seen as having a profound effect on the shopping pattern of the Downtown area, as ethnic businesses cater to the particular needs of the community they serve. Change can be a positive influence if it is properly addressed and all interested parties participate.

The Downtown Specific Plan is a critical component of the downtown's revitalization effort. In general, a specific plan is one of many policy or regulatory tools used by local governments to guide community development. The purpose of this specific plan is to create detailed action programs and implementation strategies for land use, building form, site design, streetscape, and economic development.

The value of this specific plan is its adaptability to unique problems and issues. This Specific Plan allows the City to tailor the plan to the particular needs of the downtown. Moreover, specific plans establish a comprehensive approach to planning and development issues by integrating community goals and policies, development standards, design guidelines, and capital improvement programs under one document. This approach ensures consistency and compatibility in the administration and implementation of the document. The comprehensive nature of this Specific Plan combined with its unique orientation to localized conditions makes this document a very useful and effective revitalization tool.

B. SPECIFIC PLAN AREA (DESCRIPTION)

The Downtown Specific Plan area extends along both sides of Las Tunas Drive from Sultana Avenue east to Rowland Avenue. In some cases such as along Temple City Boulevard, the Specific Plan area extends beyond the Las Tunas adjacent properties and meets Woodruff Avenue and Workman Avenue. See the Specific Plan Boundary exhibit.

C. AUTHORITY FOR PLAN

Section 65450 of the California Government Code allows local governments to prepare specific plans for the “systematic implementation” of the General Plan. In this context, the Specific Plan is a tool used to implement the provisions of general plan goals and policies. The Government Code establishes certain minimum requirements that must be addressed in a specific plan. These include text and a diagram that specify all of the following in detail:

1. The distribution, location and extent of the uses of land including open space within the area covered by the plan.
2. The proposed distribution, location, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards of criteria by which development will proceed and standards for the conservation, development and utilization of natural resources where applicable.
4. A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the provisions of the preceding three paragraphs.

II. DEVELOPMENT FRAMEWORK

A. SPECIFIC PLAN VISION

The following Specific Plan Vision discussion lays the framework for the direction of the Downtown Specific Plan Area. This direction includes a description of downtown's characteristics, including the six established districts within the Plan area. These districts are known as the Gateway Commercial (GC) District, West Commercial (WC) District, City Center (CC) District, Temple City Boulevard (TC) District, Residential Commercial (RC) District and East Commercial (EC) District.

The commercial section of Temple City was founded along Las Tunas Drive in 1920. This commercial section was the downtown. While downtown remains generally intact as a vital commercial area, business has been lost to competing commercial areas throughout the City and to adjacent cities. The vision for the Downtown Specific Plan seeks to discover both the strengths and weaknesses for each of the districts and the area as a whole. Building on the strengths and recognizing and providing resolutions for the weaknesses is a major function in directing the future vision.

As previously stated, the Specific Area has developed into six very distinct commercial districts along Las Tunas Drive. Recognizing the characteristics of these six districts establishes the framework for the Specific Plan Vision.

1. Gateway Commercial District

The Gateway Commercial District is situated along Las Tunas Drive between Sultana Avenue and Encinita Avenue and serves as an important entry point into the City of Temple City itself and the commercial corridor of Las Tunas Drive. The most westerly edge of the district is in close proximity to the Edwards Temple Cinema and the commercial area along Rosemead Boulevard. As a result, it is anticipated that this area would be best suited for entertainment related businesses, which would be supportive of the theater. Restaurants, cafes, boutiques, retail, etc. would be considered ideal uses within this commercial district. The Gateway Commercial District is the transitional gateway to the heart of downtown; it serves as a functional link between the Rosemead Redevelopment Project Area and the Las Tunas Drive Commercial corridor.

2. Las Tunas West Commercial District

The Las Tunas West Commercial District is generally located along Las Tunas Drive between Encinita Avenue and Cloverly Avenue. As it currently exists, this district is developed on narrow (25 to 50 foot wide), individually owned lots. Most lots are commercially developed with older single story buildings. Several buildings are vacant and several accommodate non-conforming residential units either fronting Las Tunas Drive or located behind commercial uses along Las Tunas Drive.

The vision for the Las Tunas West District is more of suburban design, suggesting larger building setbacks, larger percentages of landscaped area and allowance for street oriented parking. It includes an incentive program to consolidate lots and encourage larger commercial development with a predominately horizontal architecture of mostly two story structures. Most commercial and retail uses including shopping centers and automotive uses will be allowed in this district along with office uses and senior housing developments, (although senior housing will not be allowed on a first floor fronting Las Tunas Drive.) Fast food, including drive-thru restaurants is generally allowed in the Las Tunas West District. Public entry signage with an emphasis on a lush, green streetscape is also envisioned for this district.

3. City Center Commercial District

The City Center District begins at Cloverly Avenue and extends four blocks to the east along Las Tunas Drive to Kauffman Avenue. The City Center District is the historic “heart” or downtown of Temple City. This district looks and acts like a small town downtown commercial area. The intersection of Temple City Boulevard and Las Tunas Drive is the central focus of this district.

Existing development in the City Center consists of mostly single story commercial development offering many service and retail commercial uses. Although Las Tunas Drive is a semi-regional thoroughfare, this central district of the Specific Plan area has a pedestrian orientation to it. That is, the buildings are located adjacent to the wide sidewalks along Las Tunas Drive, with parking behind and in centralized public parking lots. The rear parking areas are in many cases unorganized and improperly signed but they are accessible to rear sidewalks which lead to rear building entrances. Lot sizes continue to be fairly small and narrow (4,000 – 8,000 s.f.).

The vision for the City Center District is one of a village downtown atmosphere which is pedestrian oriented. Buildings will continue to front right on Las Tunas Drive sidewalks with parking oriented behind or in centralized parking lots. Small lot development of individual stores or storefronts is required with greater density allowed through proportional architecture of up to three and four stories. Retail uses are encouraged uses in this district. In addition to small individual food uses, a family style restaurant is included in the vision for the City Center District.

Wall, window, awning and projecting signs are allowed in the City Center District. No freestanding signs will be allowed. The use of temporary signs will also be limited.

The vision for the City Center includes emphasis on quality and detailed architectural and streetscape elements. The detail includes specific storefront design guidelines for new and renovated buildings, pedestrian level lighting, and a new street tree program. Where new development occurs, pedestrian plazas and other open space design elements as well as mid block pedestrian passageways will be encouraged through various regulatory incentive programs.

4. Temple City Boulevard Commercial District

The Temple City Boulevard District begins at Las Tunas Drive and extends one block north of Las Tunas Drive to Woodruff Avenue and one block south of Las Tunas Drive to Workman Avenue. The Temple City Boulevard District represents the north-south extensions of the historic “heart” or downtown of Temple City. As in the City Center District, this district looks and acts like a small town downtown commercial area.

The large vacant property fronting on Temple City Boulevard, which previously housed an Alpha Beta store provides a unique opportunity for development, which will set the tone of the Specific Plan vision for this area.

Existing development in the Temple City Boulevard District consists of mostly single story commercial development offering many service-oriented and retail commercial uses. The concentration of service-oriented businesses establishes the groundwork for the intended future vision for the Temple City Boulevard District. Service-oriented and limited retail uses are the encouraged uses in this district.

5. Las Tunas East Commercial District

The Las Tunas East District is located along Las Tunas Drive between Kauffman Avenue and Rowland Avenue. A large portion of this district consists of government offices (Civic Center and City Hall), public uses (library and park) and medical offices. Temple City Park is located in the Las Tunas East District near the City Hall and public library. Other portions of the Las Tunas East District are developed with larger users such as the Temple City Unified School District Administrative Office Building and an Adult Day Health Care facility. In addition there are several fast food restaurants (some of which are drive-thru), office buildings, single-family residences, which have been converted into office space and automotive use. Generally the lot sizes in this district are larger than in the other districts.

The mix of old, new and converted uses as well as large and smaller users lends itself to the general lack of planned and cohesive development. The larger building setbacks, orientation of parking in front of many of the buildings and the drive-thru food and automotive uses give the Las Tunas East District a more vehicular look rather than a pedestrian orientation.

The concentration of medical offices and governmental/public uses establishes the groundwork for the future vision for the Las Tunas East District. The land use vision encourages the continuation of government and medical uses as well as larger office development, residential conversions and institutional uses. Restaurants of all types are allowed in this district, as are most retail and commercial uses.

The development vision for the Las Tunas East District provides for landscaped building setbacks with front oriented parking. The larger lots and a lot consolidation incentive program encourage larger four story buildings, which incorporate a combination of proportional and vertical architecture.

Both freestanding monument and building wall signs are permitted in this district. Pole and rooftop signs are not permitted. Entry signage and special paving will be designed at the City boundary near Baldwin Avenue. Streetscape elements will emphasize the vehicular character of the Las Tunas East District through the use of appropriate street trees.

B. GOALS AND OBJECTIVES

The purpose of this section is to articulate the goals and objectives for the Temple City Downtown Specific Plan and begin the foundation for subsequent sections of this Plan.

GOALS:

Broad statements of purpose that define the community's and local government's hope for the future. They are general in nature and do not indicate when and how these goals are to be accomplished.

OBJECTIVES:

Statements of intent that generally guide future decisions in specific topic areas.

POLICIES:

More specific statements of intent to deal with particular topics in a certain fashion. They begin to define the approach to achieve the Plan goals and objectives, and are the first step in the development of a solution by forming the basis of standards and regulations.

OVERALL GOAL:

To create a dynamic “downtown” commercial core that is attractive and of high quality, unifying community design image and providing an economically viable setting for a balanced mixture of commercial, administrative/professional and residential uses with safe, efficient circulation and access. In an effort to further define and prioritize this overall goal statement, the following Urban Design, Land Use/Economic and Circulation/Parking goals and objectives are provided.

1. URBAN DESIGN

GOAL:

To create a high quality and distinct image and a functional, vibrant and aesthetically pleasing downtown for Temple City.

OBJECTIVES:

- Provide an avenue for new development to complement and promote the future vision for the Downtown Plan area.
- Revitalize existing building facades and signs as well as sidewalks and parking areas.
- Protect high quality single-family residential zones abutting the Specific Plan area from incompatible multi-family or commercial intrusion through the use of design techniques.
- Provide for the elimination or screening of visually objectionable views such as outdoor storage, utility cabinets, trash bins, roof-mounted equipment, blank side walls, recycling equipment, and loading areas through the implementation of design guidelines.
- Promote complimentary landscape treatments throughout the downtown area to enhance landscapes and storefronts.
- Enhance and promote the creation of public space throughout the downtown, through the use of street furniture, landscaping, public art, building design, and pedestrian orientation.
- Design entry points which provide a sense of arrival to downtown, initiate the downtown streetscape theme and provide signage to important destinations.

POLICIES:

- Develop consistent streetscape and architectural palettes for the downtown districts that are sensitive to the creation of a high quality image which is distinct to that district. (It is not the intent of this thematic requirement to discourage innovative or contemporary architectural expression or to imitate the architecture of the past, but to promote the harmonious coexistence of architectural styles varying from restoration to contemporary architectural themes.)

- Require compliance with the Design Guidelines for the Downtown Specific Plan Area in plans for new development or expansion or redevelopment of existing development; incorporate urban design as a major consideration in design review and approval.
- Utilize landscape materials on private property that are clean, safe, wind resistant and relatively low maintenance. Formal landscape forms should be utilized on the major thoroughfares to emphasize the edges between districts.
- Develop an incentive program that rewards private sector development for providing certain “extra” design amenities within their projects. Of particular interest are mid-block pedestrian passageways especially from rear parking lot areas within the City Center District, lot consolidation for areas of the Las Tunas West District and special paving and planting in public spaces and parking areas throughout.
- Develop a window maintenance program to encourage owners with vacant tenant space or buildings to utilize vacant advertising and display space actively between occupancies.
- Implement a City sponsored property owner participation sidewalk cleaning program.
- Provide incentives and incorporate an encouragement/enforcement program to expedite removal of signs that do not conform to the regulations of this Specific Plan.
- Consider economic incentives for owners who wish to architecturally rehabilitate, and/or refurbish, downtown storefronts.
- Establish Las Tunas Drive between Cloverly and Kauffman Avenues and Temple City Boulevard between Woodruff and Workman Avenues as the “heart” of the pedestrian oriented, nostalgic downtown of old.

2. LAND USE/ECONOMIC

GOAL:

Develop a downtown which provides a variety of retail, office, financial, cultural and residential opportunities.

OBJECTIVES:

- Maximize the economic base of the downtown through the definition of land use districts to assure expansion of a variety of land uses desirable to the districts including office, cultural, medical, residential, community service, specialty retail, and restaurants.
- Designate key sites within the plan area for mixed-use development, and require master planning for these developments, to assure coordinated access, parking, building orientation/location, and pedestrian access.
- Identify a development site within the City Center and encourage the establishment of a significant development with a major tenant and feature uses, including quality apparel shops, gift shops and galleries, book and stationery stores, restaurants, and offices above the ground floor.
- Ensure the gradual upgrade of underutilized parcels functioning at less than their market potential.
- Through economic development activities, focus on attracting new commercial uses and retaining existing development.

POLICIES:

- Establish regulations and provide incentive bonuses that promote pedestrian oriented plazas and courtyards; encourage active retail commercial uses in the City Center.
- Prepare development regulations and guidelines that clarify the expectations of the City in terms of quality development.
- Establish regulations that assure compatibility of existing and new commercial uses within the established land use districts while employing specific, well-designed buffers from adjacent residential development.

- Establish development incentives to encourage the introduction of a family restaurant in the downtown, particularly within the City Center District.
- Establish and promote a senior center and a place for planned senior activities in the downtown.
- Establish minimum lot sizes appropriate to the designated land use districts, and establish a lot consolidation incentive program for designated areas of the Las Tunas West District to encourage development into planned concentrations rather than piecemeal commercial developments.
- Establish assistance programs to aid businesses with property improvements.
- Encourage the development of superior architectural and site planning design, which in time will create an image for Temple City that attracts quality retail business and increases the market population.

3. CIRCULATION/PARKING

GOALS:

- Facilitate efficient and safe movement of people and vehicles within the downtown area.*
- Provide safe, adequate, and accessible parking in downtown.*

OBJECTIVES:

- Provide adequate access to all land use districts.
- Create a pedestrian environment for the City Center District, while maintaining Las Tunas Drive as a major vehicular thoroughfare.
- Provide easily identified, adequate and accessible parking with organized and consistent circulation systems throughout the Downtown area.
- Soften the hardscape of parking areas, pedestrian spaces and walkways through the use of landscaping and street furniture.

POLICIES:

- Require pedestrian-oriented amenities at key pedestrian nodes through private development improvements.
- Provide adequate parking identification signs for all public parking areas not directly visible from Las Tunas Drive and other streets within the Downtown Plan area.
- Provide appropriate streetscape design for the City Center District.
- Promote that existing parking areas with inadequate circulation and parking design be reconfigured to meet circulation design and safety standards established in the design guidelines.
- Establish parking standards for the designated land use districts which adequately reflect the individual character and uses proposed for those districts. Consider parking waivers or reductions for very desirable uses.
- Utilize landscape and hardscape design features to soften parking and pedestrian areas for new and existing development and public parking lots.
- Encourage more efficient use of alleyways and rear building entrances to minimize the necessity for access off primary, secondary, or residential streets.
- Limit existing and future driveway access onto Las Tunas Drive for the City Center District properties fronting onto Las Tunas Drive.
- Allow commercial and office uses located along Las Tunas Drive to expand into an adjacent “R” zone for the purpose of providing additional parking. Require a Conditional Use Permit with appropriate conditions to preserve/protect adjacent residential uses.

III. LAND USE AND DEVELOPMENT STANDARDS

A. INTRODUCTION

The Downtown Specific Plan area is comprised of six (6) land use districts. Each district establishes permitted land use and development standards, which are intended to implement the goals and objectives of this Specific Plan and the City's General Plan.

These land use regulations and development standards constitute the primary zoning provisions for the Downtown Specific Plan area. These regulations and standards are in addition to the current Zoning Code provisions of the City of Temple City Municipal Code. Where there is a conflict between the regulations of the Zoning Code and this Specific Plan, the regulations provided herein shall prevail. Where direction is not provided in this Specific Plan, the provisions of the Zoning Code shall prevail.

The development standards contained herein are minimum requirements. In reviewing individual projects, more restrictive standards or conditions may be imposed as deemed necessary to accomplish the goals and objectives of this Specific Plan.

B. ESTABLISHMENT OF LAND USE DISTRICTS AND MAP

The following land use districts are hereby established within the Downtown Specific Plan area:

- City Center Commercial District
- Temple City Blvd. Commercial District
- Las Tunas West Commercial District
- Las Tunas East Commercial District
- Gateway Commercial District
- Residential - Commercial District

The Specific Plan Land Use Map depicts the boundaries of each land use district within the Specific Plan area and supersedes the City's Official Zoning Map, which simply designates the entire area as being the Downtown Specific Plan (DSP).

Where boundaries of the land use districts appear to follow streets, they shall follow the centerlines of said streets. Where boundaries appear to follow existing property lines, they shall follow said property lines and shall not bisect portions of existing lots of record which are in effect at the time of adoption of this Specific Plan.

In order to avoid any ambiguity, in any instance where specific district guidelines or criteria reference the previously designated three (3) districts, the guidelines set forth for the Las Tunas West Commercial (WC) District shall apply to the newly created Gateway Commercial (GC) District and the Temple City Boulevard (TC) Commercial District.

C. GENERAL PROVISIONS

The following regulations apply within all land use districts in the Downtown Specific Plan area:

1. Other Applicable Codes

All construction and development within the Specific Plan area shall comply with applicable provisions of the Los Angeles County Uniform Building Code and the various related mechanical, electrical, plumbing codes, and the Subdivision Code, as adopted by the City Council. In cases of a conflict between the provisions of any such code and this Specific Plan, the provisions which most serve to protect the health, safety, and welfare of the community shall apply and the Director shall resolve the conflict utilizing the Goals and Objectives of this Specific Plan.

2. "Director" Defined

When used in this Specific Plan, the term "Director" shall mean the Community Development Director or an appointed representative.

3. Resolution of Conflicts

If an issue, condition, or situation arises that is not sufficiently provided for or is not clearly understandable, those regulations of the Temple City Zoning Code that are applicable for the most similar issue, condition or situation shall be used by the Director as guidelines to resolve the unclear issue, condition or situation. This provision shall not be used to permit uses or procedures not specifically authorized by this Specific Plan or the Zoning Code.

4. Amendments

This Specific Plan including the Land Use Map may be amended by the same procedure as it was originally adopted. Each amendment shall include all sections or portions of the Specific Plan that are affected by the change. An amendment may be initiated by the City Council, Planning Commission or private property owner. Any such amendment requested by a property owner may be subject to the fee schedule adopted by the City Council

5. Violations

Any person, firm, or corporation, whether a principal, agent, employee, or otherwise, violating any provisions of these regulations shall be subject to the penalties and provisions of the City Municipal Code.

6. Land Use Determinations

Whenever a particular use has not been listed as being permitted or conditionally permitted in a land use district within the Specific Plan area, it shall be the duty of the Director to determine if said use is 1) consistent with the overall intent of the district in which the use is proposed; and 2) consistent with the other permitted or conditional uses in that district.

7. Nonconforming Uses and Structures

Where, at the time of passage of this Specific Plan, a lawful use of land or structure exists which would not be permitted by the regulations imposed by this Specific Plan, such use or structure may be continued in accordance with the provisions of the Zoning Code concerning nonconforming uses and structures.

8. Setback Encroachments

Certain encroachments into required setback areas may be approved by the Director, if it can be demonstrated that said encroachment would enhance the overall appearance of the project or serve a particular useful function for the general public. Said encroachments may include awnings, canopies, marquees, trellises, and other similar architectural items.

9. Site Development Regulation Flexibility

Adjustments to setback and landscape requirements of up to 25% may be approved or conditionally approved by the Director upon demonstration that the proposed adjustment will be compatible with, and will not prove detrimental to, adjacent property or improvements.

10. Plot Plan Approval Required

No building permit shall be issued for the improvement and/or construction of, or addition to, any building, structure, or sign within the boundaries of this Specific Plan area until the Community Development Department has first made a finding that the proposed building, structure, or sign is in conformity with both the intent and provisions of this Specific Plan and the City's Zoning Code. The procedures for such review shall be as set forth in Chapter 1, Part V of the Zoning Code.

11. Screening of Equipment, Refuse, and Loading Areas

Exterior storage areas, loading docks, loading areas, refuse storage, roof mounted equipment, electrical cage enclosures, and storage tanks shall be screened from view in accordance with Section 9373 of the Zoning Code. Specifically, large size shipping or storage containers shall not be allowed in the Downtown Specific Plan area.

12. Loading Facilities

Loading and unloading facilities shall be visually screened from access streets and adjacent properties and constructed in a manner to reasonably contain and restrict emission of noise typically attributed to such function. When screening of loading and unloading facilities is physically not possible, the facilities shall be integrated into the overall design of the building.

13. Landscaping Required

The following landscaping provisions shall apply in all Land Use Districts.

- a. All open areas not occupied by buildings, driveways, parking areas, walkways or utility areas shall be maintained with landscaping as defined in the Zoning Code (Section 9373).
- b. On new construction, including additions to buildings greater than 25% of the existing building, the Director may require the planting of street trees. The proposed placement and species of trees shall be reviewed by the appropriate City Departments to ensure adequate visibility and conformance with established policies of the Streetscape Concept contained within this Specific Plan.

14. Walls Required (New Development Only)

A solid masonry wall not less than 6 feet in height shall be built and maintained on those sides of property in any Specific Plan District which adjoins a residential zone, school, or park except where the adjoining property has already provided a 6 foot masonry wall. A street or alley shall constitute a separation and no wall is required. This provision shall be met before a Certificate of Occupancy Permit may be issued for such use.

15. Installation of Public Improvements

Project developers are responsible for providing public improvements such as curbs, gutters, sidewalks, street lighting, parkway landscaping, street trees, and other similar items in accordance with the City standards at the time of development. For the purpose of this requirement, “development” shall include the expansion of existing structures or uses by 25% or more.

16. Outdoor Uses

All uses shall take place within a completely enclosed building except for those outdoor uses which have been approved with a conditional use permit (e.g. outdoor restaurants). The outdoor display of merchandise is prohibited throughout the Specific Plan except on an “area wide” special event basis.

17. Lighting

- a. All lighting of the building, landscaping, parking lot, or similar facilities, shall be so shielded and directed as to reflect away from adjoining properties, particularly adjacent R-zoned properties.
- b. Security lighting fixtures are not to be substituted for parking lot or walkway lighting fixtures and are restricted to lighting loading and storage areas, and similar service locations.

18. Minimum Storefront Width

For the purpose of regulating the division of existing storefronts, no storefront shall be less than 25 feet wide. For the purpose of this section, a storefront is the primary (front façade) and secondary (rear/side façade) building entrance where access is taken from a public street, alley, public or private parking lot, or pedestrian mall/arcade or passage.

19. Minimum Commercial/Office Building Subdivision Size

For purposes of regulating the (floor to ceiling walls) subdivision of the interior of an existing storefront on the first floor, no building in the Specific Plan area shall create interior space intended for business purpose less than 1,000 gross square feet.

20. Building Subdivision Conditional Use Permit Required

For the purpose of regulating the permanent (floor to ceiling walls) subdivision of any building, a Conditional Use Permit approved by the Planning Commission shall be obtained prior to such subdivision.

21. Plan Review

Exterior design review is required for new buildings, additions, and expansions. The plans shall be reviewed to ensure they are in compliance with the guidelines. Any proposed building design or façade change, as well as any new or modified signage shall be subject to the review and approval of City staff; any determination made at the Staff level may be appealed to the Planning Commission and the City Council.

D. LAND USE REGULATIONS

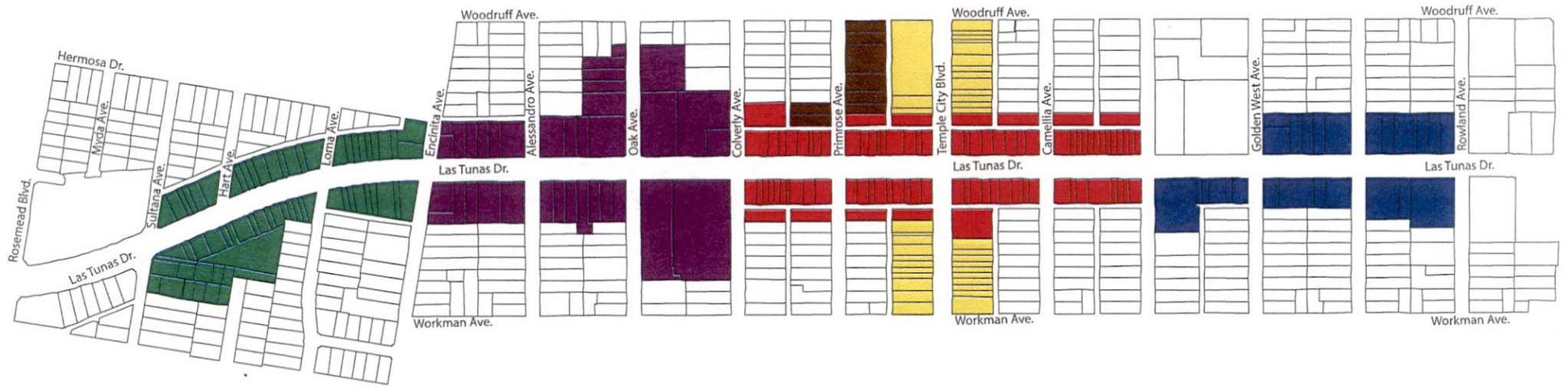
This section includes a matrix, which lists the land uses and indicates whether or not each use is permitted (P) or conditionally (C) permitted in each of the six (6) land use districts within the Specific Plan area. When exceptions have been established, they are so noted at the end of the table.

If a land use is not listed, the Director shall be requested to make a use determination to decide if the proposed use is similar to a listed use. Unless the proposed use is determined to be similar to a listed use, it shall be a prohibited use. Conditional uses listed in the matrix must be applied for in accordance with the provisions of the Zoning Code. Decisions rendered by the Director may be appealed to the Planning Commission and the City Council.



City of Temple City Downtown Specific Plan

- Las Tunas East Commercial District
- City Center Commercial District
- Temple City Blvd. Commercial District
- Residential - Commercial District
- Las Tunas West Commercial District
- Gateway Commercial District



Please refer to the separate
Downtown Specific Plan Land Use Matrix
document for the land use matrix

E. SITE DEVELOPMENT REGULATIONS

This section establishes standards and regulations for development in all land use districts within the Specific Plan area. Any standards or regulations not specifically covered by this Specific Plan are subject to the regulations of the Temple City Zoning Code. Unless otherwise specifically approved in this Specific Plan, all off-site improvements are subject to the City's policies and standards in effect at the time of approval of development plans. A summary table of the site development regulations contained in this section is provided later in this document.

1. Gateway Commercial (GC) District

a. Purpose and Intent

The purpose and intent of this district is to better reflect current thinking relative to creating a synergistic link between this area and the existing Redevelopment Area along Rosemead Boulevard. It is anticipated that this area would be best suited for entertainment-related businesses. Restaurants, cafes, boutiques, etc. would be considered ideal uses in the Gateway Commercial District.

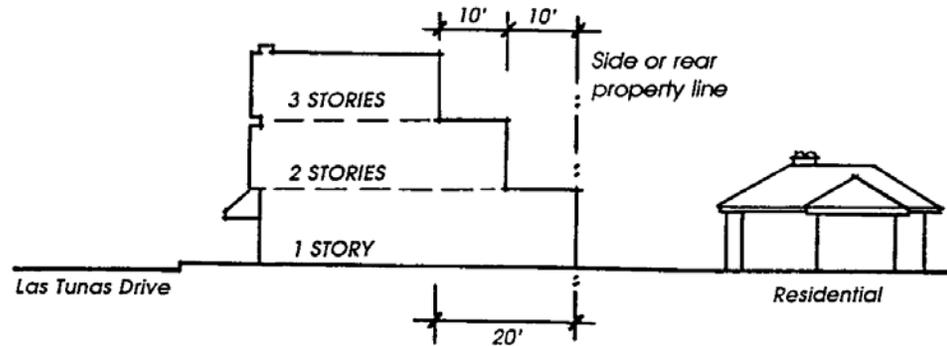
b. Minimum Street Frontage

The minimum street frontage for any development site in the GC district shall be 50 feet; however, existing lots of record with smaller street frontages shall not be precluded from developing.

c. **Site Development Standards per Lot Size/Width.**

LOT WIDTH	LOT SIZE SF.	MAX LOT COVERAGE %	Max Ht. (ft.)	Max Curb cuts on Las Tunas	Other Restrictions
25' to 50'	3,000 to 7,000	50	15'	1	1,2
51' to 75'	7,001 to 10,000	70	30' (2 stories)	1	1,2
76' to 100'	10,001 to 20,000	100	45' (3 stories)	1	1,2
Over 100'	Over 20,001	100	45' (3 stories)	2	1,2

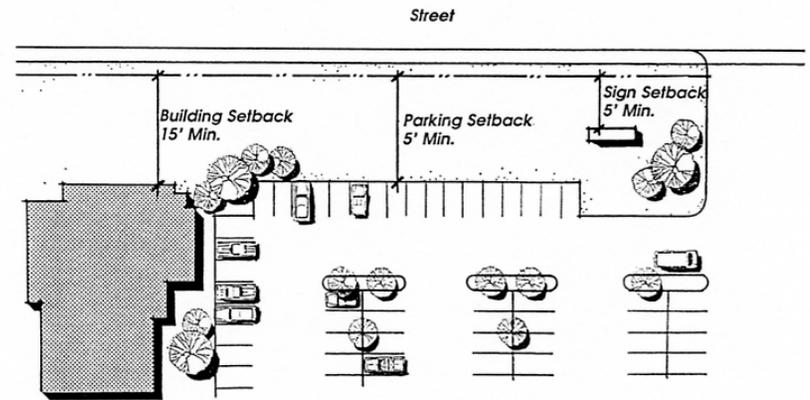
1. Tuck under, at-grade parking is not allowed if visible from the street.
2. No portion of a building may exceed 2 stories (30' high) within 20 feet of an R-zone.
3. Whenever a lot falls within two different categories because of its unique width and size, the size of the lot shall be used to determine the appropriate development standards.



d. Setbacks

Setbacks for yards in the GC district shall be as follows:

Front: No setback is required; however, a setback may be imposed as part of the Plan Review (as required in Chapter III, Section C-21 hereof). Monument signs may encroach to within 5 feet of the front property line. Parking areas may encroach to within 5 feet of the front property line. All setbacks shall be landscaped.



Side: No side yard setback is required; however, as a guideline when abutting an R-zone, the side yard setback shall be 10 feet for each floor above the ground floor. Additional setbacks may be imposed as part of the Plan Review Process. Monument signs shall be set back a minimum of 5 feet from a side property line adjacent to a public street. Parking areas shall be set back a minimum of 5 feet from a side property line adjacent to a public street or R district. All setbacks shall be landscaped.

Rear: No rear yard setback is required; however, as a guideline when abutting an R-zone, the rear yard setback shall be 10 feet for each floor above the ground floor. Additional setbacks may be imposed as part of the Plan Review Process. Parking areas shall be set back a minimum of 5 feet if adjacent to any R district. All setbacks shall be landscaped.

e. Landscaping

A minimum of 5 percent of the site area shall be landscaped in conformance with the design standards and guidelines of this Specific Plan. Landscaping for setback areas and parking lots may be counted as contributing to the 5 percent requirement. All landscaping shall be provided with permanent irrigation.

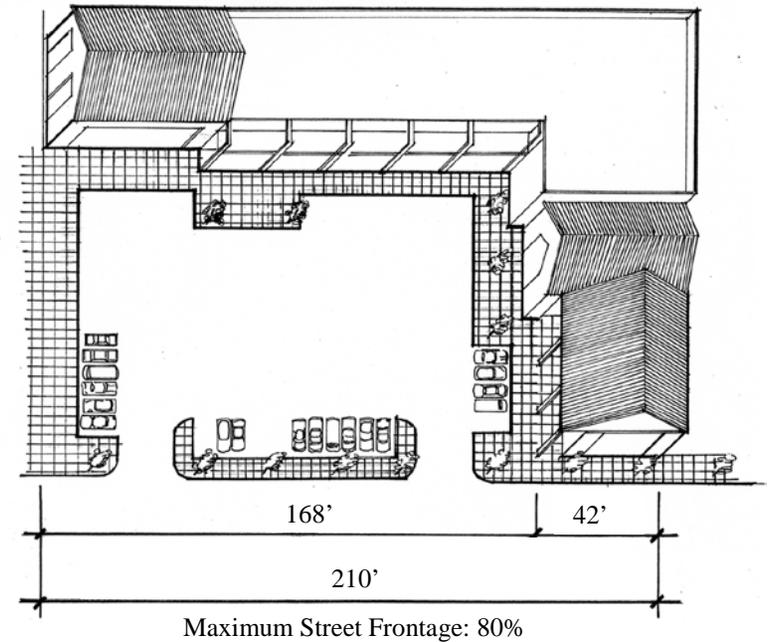
f. Parking

The off-street parking provisions of the Temple City Zoning Code shall apply in determining the number of parking spaces that must be provided for each use. The design and layout of the parking area and allowable methods of screening shall be according to the Temple City Zoning Code.

Whenever an existing building is further subdivided into multiple business spaces, additional parking may be required in compliance with the Temple City Zoning Code.

g. In Lieu Parking Fee

The existing small lots within the Specific Plan area make it nearly impossible to provide on-site parking for any new development. To address this situation, the City hereby establishes an in-lieu parking fee; the fee amount shall be banked by the City to provide funds to develop and maintain centralized public parking. Such fee shall be subject to the provisions of applicable State Law related to development fees. Said fee shall be required as follows: Any conditionally permitted use and/or use which requires a zone variance for parking and requires additional parking pursuant to Section 9291 of the Temple City Code (Off Street Parking Requirements) shall be subject to an in-lieu parking fee at a rate of \$750 per deficient parking space. The \$750 per space fee shall be subject to the annual CPI or Cost of Living Assessment increase that is adopted for all other City fees.



The fee shall be paid prior to issuance of a business license for said uses, and shall be incurred annually at the time of business license renewal. If said in-lieu parking fee is not paid as stated, the City may revoke the conditional use permit and/or said use's business license. The Planning Commission and/or City Council shall set forth the parking deficiency and the actual in-lieu parking fee for each individual use, which would be set forth in the Resolution approving a given conditionally permitted use, or use which requires a zone variance for parking. If the banked fees for each use are not utilized by the City to develop and/or maintain centralized public parking within 20 years (or the maximum time allotment pursuant to State law) of the initial payment, then the applicant may request a refund of said fees.

h. Signs

Signs in the GC district shall be permitted in accordance with the provisions of this Specific Plan and the Temple City Zoning Code.

2. Las Tunas West Commercial (WC) District

a. Purpose and Intent

The purpose and intent of this district is to permit general commercial and office uses that will be typically located in suburban-type developments that are generally larger and more auto oriented than the Downtown area. Buildings will be set back from the street to provide for more landscaping and open space.

b. Minimum Street Frontage

The minimum street frontage for any development site in the WC district shall be 50 feet; however, existing lots of record with smaller street frontages shall not be precluded from developing.

c. Site Development Standards per Lot Size/Width.

LOT WIDTH	LOT SIZE SF.	MAX LOT COVERAGE %	Max Ht. (ft.)	Max Curb cuts on Las Tunas	Other Restrictions
25' to 50'	3,000 to 7,000	50	15'	1	1,2
51' to 75'	7,001 to 10,000	70	30' (2 stories)	1	1,2
76' to 100'	10,001 to 20,000	100	45' (3 stories)	1	1,2
Over 100'	Over 20,001	100	45' (3 stories)	2	1,2

1. Tuck under, at-grade parking is not allowed if visible from the street.
2. No portion of a building may exceed 2 stories (30' high) within 20 feet of an R-zone.
3. Whenever a lot falls within two different categories because of its unique width and size, the size of the lot shall be used to determine the appropriate development standards.

d. Setbacks

Setbacks for yards in the WC district shall be as follows:

Front: No setback is required; however, a setback may be imposed as part of the Review Process. Monument signs may encroach to within 5 feet of the front property line. Parking areas may encroach to within 5 feet of the front property line. All setbacks shall be landscaped.

Side: No side yard setback is required; however, as a guideline when abutting an R-zone, the side yard setback shall be 10 feet for each floor above the ground floor. Additional setbacks may be imposed as part of the Review Process. Monument signs shall be set back a minimum of 5 feet from a side property line adjacent to a public street. Parking areas shall be set back a minimum of 5 feet from a side property line adjacent to a public street or R district. All setbacks shall be landscaped.

Rear: No rear yard setback is required; however, as a guideline when abutting an R-zone, the rear yard setback shall be 10 feet for each floor above the ground floor. Additional setbacks may be imposed as part of the Review Process. Parking areas shall be set back a minimum of 5 feet if adjacent to any R district. All setbacks shall be landscaped.

e. Landscaping

A minimum of 5 percent of this site area shall be landscaped in conformance with the design standards and guidelines of this Specific Plan. Landscaping for setback areas and parking lots may be counted as contributing to the 5 percent requirement. All landscaping shall be provided with permanent irrigation.

f. Parking

The off-street parking provisions of the Temple City Zoning Code shall apply in determining the number of parking spaces that must be provided for each use. The design and layout of the parking area and allowable methods of screening shall be according to the Temple City Zoning Code.

Whenever an existing building is further subdivided into multiple business spaces, additional parking may be required in compliance with the Temple City Zoning Code.

g. In Lieu Parking Fee

The existing small lots within the Specific Plan area make it nearly impossible to provide on-site parking for any new development. To address this situation, the City hereby establishes an in-lieu parking fee; the fee amount shall be banked by the City to provide funds to develop and maintain centralized public parking. Such fee shall be subject to the provisions of applicable State Law related to development fees. Said fee shall be required as follows: Any conditionally permitted use and/or use which requires a zone variance for parking and requires additional parking pursuant to Section 9291 of the Temple City Code (Off Street Parking Requirements) shall be subject to an in-lieu parking fee at a rate of \$750 per deficient parking space. The \$750 per space fee shall be subject to the annual CPI or Cost of Living Assessment increase that is adopted for all other City fees.

The fee shall be paid prior to issuance of a business license for said uses, and shall be incurred annually at the time of business license renewal. If said in-lieu parking fee is not paid as stated, the City may revoke the conditional use permit and/or said use's business license. The Planning Commission and/or City Council shall set forth the parking deficiency and the actual in-lieu parking fee for each individual use, which would be set forth in the Resolution approving a given conditionally permitted use, or use which requires a zone variance for parking. If the banked fees for each use are not utilized by the City to develop and/or maintain centralized public parking within 20 years (or the maximum time allotment pursuant to State law) of the initial payment, then the applicant may request a refund of said fees.

h. Signs

Signs in the WC district shall be permitted in accordance with the provisions of this Specific Plan and the Temple City Zoning Code.

3. City Center Commercial (CC) District

a. Purpose and Intent

The purpose and intent of this district is to provide land uses and development types that are compatible with and reinforce the pedestrian orientation of Temple City's traditional "Downtown". Buildings will not be allowed to set their front facades back from the sidewalk, and direct vehicle access from Las Tunas Drive onto a development should be avoided. Office uses located above commercial storefronts are strongly encouraged.

b. Maximum Building Height

The maximum allowable building height in the CC district shall be 3 stories or 45 feet whichever is less, unless adjacent to a lot in the R zone, in which case no building in the CC District shall exceed 2 stories (30 feet) if said building is within 20 feet of an R-zone.

c. Minimum Street Frontage

The minimum street frontage for any development site in the CC district is 25 feet.

d. Maximum Lot Coverage

The maximum allowable lot coverage by structures may be 100 percent less required parking, setbacks, and landscaping. Lot coverage shall include all enclosed building area. Atriums or plazas open to the sky, open parking, and hardscaped areas shall not constitute lot coverage.

e. Setbacks

Setbacks for yards in the CC district shall be as follows:

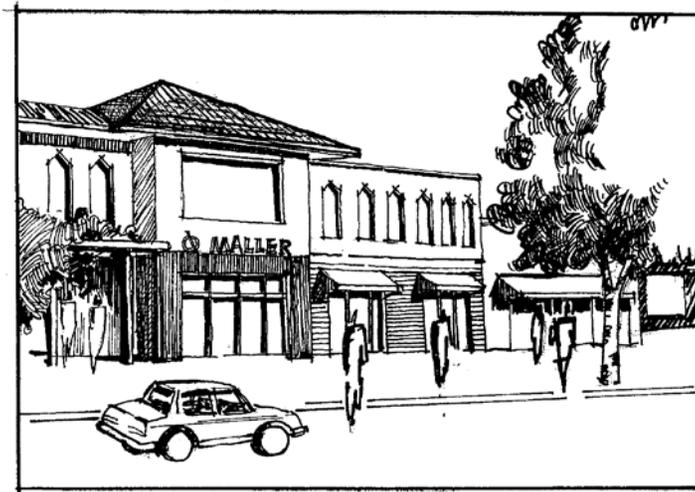
Front: No setback is required. The maximum front setback shall be 10 feet and no parking is permitted within any setback area.

Side: No side yard setback is required; however, as a guideline when abutting an R-zone, the side yard setback shall be 10 feet for each floor above the ground floor. Additional setbacks may be imposed as part of the Review Process.

Rear: No rear yard setback is required; however, as a guideline when abutting an R-zone, the rear yard setback shall be 10 feet for each floor above the ground floor. Additional setbacks may be imposed as part of the Review Process.

f. Storefront Modulation Required

In order to preserve and enhance the small scale, pedestrian orientation of buildings in the CC District, new buildings that have more than 50 feet of frontage on Las Tunas Drive shall be developed in such a way as to appear as individual storefronts not exceeding 50 feet in width. The differentiation between storefronts shall be achieved by utilizing a combination of means including, but not limited to; 1) incorporating different architectural styles, 2) using a variety of design elements (i.e. windows, doors, pop-outs/recesses, wing walls, awnings/canopies, roof styles, and parapet treatments), 3) using different building materials and colors, and 4) using different sign designs, materials, color, and illumination.



g. Landscaping

All areas not utilized for building area and/or parking/circulation shall be improved with landscaping and improved pedestrian surfaces in accordance with the Temple City Zoning Code.

h. Vehicle Access Restricted

Vehicle access shall not be allowed onto Las Tunas Drive from a driveway. Access to Las Tunas Drive shall be from rear alleys, public parking areas, or side streets off of Las Tunas Drive.

i. Parking

The off-street parking provisions of the Temple City Zoning Code shall apply in determining the number of parking spaces that must be provided for each use, the design and layout of the parking area, the amount of landscaping required, and allowable method of screening.

Businesses located within the City Center are not required to provide parking for additional ground floor square footage or intensification of first floor uses. For newly constructed upper floor space, parking shall be provided in compliance with the Temple City Zoning Code.

j. Additional Parking Not Required

Additional parking shall not be required for any interior building subdivision occurring in an existing building for either a ground floor or upper floor subdivision.

k. In Lieu Parking Fee

The existing small lots within the Specific Plan area make it nearly impossible to provide on-site parking for any new development. To address this situation, the City hereby establishes an in-lieu parking fee; the fee amount shall be banked by the City to provide funds to develop and maintain centralized public parking. Such fee shall be subject to the provisions of applicable State Law related to development fees. Said fee shall be required as follows: Any conditionally permitted use and/or use which requires a zone variance for parking and requires additional parking pursuant to Section 9291 of the Temple City Code (Off Street Parking Requirements) shall be subject to an in-lieu parking fee at a rate of \$750 per deficient parking space. The \$750 per space fee shall be subject to the annual CPI or Cost of Living Assessment increase that is adopted for all other City fees.

The fee shall be paid prior to issuance of a business license for said uses, and shall be incurred annually at the time of business license renewal. If said in-lieu parking fee is not paid as stated, the City may revoke the conditional use permit and/or said use's business license. The Planning Commission and/or City Council shall set forth the parking deficiency and the actual in-lieu parking fee for each individual use, which would be set forth in the Resolution approving a given conditionally permitted use, or use which requires a zone variance for parking. If the banked fees for each use are not utilized by the City to develop and/or maintain centralized public parking within 20 years (or the maximum time allotment pursuant to State law) of the initial payment, then the applicant may request a refund of said fees.

l. Signs

Signs in the CC district shall be permitted in accordance with the provisions of this Specific Plan and the Temple City Zoning Code.

m. Storefront Orientation to Parking Lot/Mall

Any building that takes its primary access from a public or private parking lot or pedestrian mall shall improve this primary façade in accordance with the Specific Plan Design Guidelines for rear entrances.

4. Temple City Boulevard Commercial (TC) District

a. Purpose and Intent

The purpose and intent of this newly created district is to accommodate a variety of service businesses, such as tailors, vacuum cleaner repair, tanning salons, funeral homes, realtors, office uses, etc. While retail uses are permitted and encouraged, service businesses would also be allowed in this District.

b. Minimum Street Frontage

The minimum street frontage for any development site in the TC district shall be 50 feet; however, existing lots of record with smaller street frontages shall not be precluded from developing.

c. Site Development Standards per Lot Size/Width.

LOT WIDTH	LOT SIZE SF.	MAX LOT COVERAGE %	Max Ht. (ft.)	Max Curb cuts on Las Tunas	Other Restrictions
25' to 50'	3,000 to 7,000	50	15'	1	1,2
51' to 75'	7,001 to 10,000	70	30' (2 stories)	1	1,2
76' to 100'	10,001 to 20,000	100	45' (3 stories)	1	1,2
Over 100'	Over 20,001	100	45' (3 stories)	2	1,2

1. Tuck under, at-grade parking is not allowed if visible from the street.
2. No portion of a building may exceed 2 stories (30' high) within 20 feet of an R-zone.
3. Whenever a lot falls within two different categories because of its unique width and size, the size of the lot shall be used to determine the appropriate development standards.

d. Setbacks

Setbacks for yards in the TC district shall be as follows:

Front: No setback is required; however, a setback may be imposed as part of the Review Process. Monument signs may encroach to within 5 feet of the front property line. Parking areas may encroach to within 5 feet of the front property line. All setbacks shall be landscaped.

Side: No side yard setback is required; however, as a guideline when abutting an R-zone, the side yard setback shall be 10 feet for each floor above the ground floor. Additional setbacks may be imposed as part of the Review Process. Monument signs shall be set back a minimum of 5 feet from a side property line adjacent to a public street. Parking areas shall be set back a minimum of 5 feet from a side property line adjacent to a public street or R district. All setbacks shall be landscaped.

Rear: No rear yard setback is required; however, as a guideline when abutting an R-zone, the rear yard setback shall be 10 feet for each floor above the ground floor. Additional setbacks may be imposed as part of the Review Process. Parking areas shall be set back a minimum of 5 feet if adjacent to any R district. All setbacks shall be landscaped.

e. Landscaping

A minimum of 5 percent of this site area shall be landscaped in conformance with the design standards and guidelines of this Specific Plan. Landscaping for setback areas and parking lots may be counted as contributing to the 5 percent requirement. All landscaping shall be provided with permanent irrigation.

f. Parking

The off-street parking provisions of the Temple City Zoning Code shall apply in determining the number of parking spaces that must be provided for each use. The design and layout of the parking area and allowable methods of screening shall be in accordance with the Temple City Zoning Code.

Whenever an existing building is further subdivided into multiple business spaces, additional parking may be required in compliance with the Temple City Zoning Code.

g. In Lieu Parking Fee

The existing small lots within the Specific Plan area make it nearly impossible to provide on-site parking for any new development. To address this situation, the City hereby establishes an in-lieu parking fee; the fee amount shall be banked by the City to provide funds to develop and maintain centralized public parking. Such fee shall be subject to the provisions of applicable State Law related to development fees. Said fee shall be required as follows: Any conditionally permitted use and/or use which requires a zone variance for parking and requires additional parking pursuant to Section 9291 of the Temple City Code (Off Street Parking Requirements) shall be subject to an in-lieu parking fee at a rate of \$750 per deficient parking space. The \$750 per space fee shall be subject to the annual CPI or Cost of Living Assessment increase that is adopted for all other City fees.

The fee shall be paid prior to issuance of a business license for said uses, and shall be incurred annually at the time of business license renewal. If said in-lieu parking fee is not paid as stated, the City may revoke the conditional use permit and/or said use's business license. The Planning Commission and/or City Council shall set forth the parking deficiency and the actual in-lieu parking fee for each individual use, which would be set forth in the Resolution approving a given conditionally permitted use, or use which requires a zone variance for parking. If the banked fees for each use are not utilized by the City to develop and/or maintain centralized public parking within 20 years (or the maximum time allotment pursuant to State law) of the initial payment, then the applicant may request a refund of said fees.

h. Signs

Signs in the TC district shall be permitted in accordance with the provisions of this Specific Plan and the Temple City Zoning Code.

5. Las Tunas East Commercial (EC) District

a. Purpose and Intent

The purpose and intent of this district is to promote the development of medical and professional offices and related services, which may include eateries as well as fast-food business establishments. Buildings will be set back from the street to provide landscaping and open space.

b. Minimum Street Frontage

The minimum street frontage for any development site in the EC district shall be 50 feet; however, existing lots of record with smaller street frontages shall not be precluded from developing.

c. Site Development Standards per Lot Size/Width.

LOT WIDTH	LOT SIZE SF.	MAX LOT COVERAGE %	Max Ht. (ft.)	Max Curb cuts on Las Tunas	Other Restrictions
25' to 50'	3,000 to 7,000	50	15'	1	1,2
51' to 75'	7,001 to 10,000	70	30' (2 stories)	1	1,2
76' to 100'	10,001 to 20,000	100	45' (3 stories)	1	1,2
Over 100'	Over 20,001	100	45' (3 stories)	2	1,2

1. Tuck under, at-grade parking is not allowed if visible from the street.
2. No portion of a building may exceed 2 stories (30' high) within 20 feet of an R-zone.
3. Whenever a lot falls within two different categories because of its unique width and size, the size of the lot shall be used to determine the appropriate development standards.

a. Setbacks

Setbacks for yards in the EC district shall be as follows:

Front: No setback is required; however, a setback may be imposed as part of the Review Process. Monument signs may encroach to within 5 feet of the front property line. Parking areas shall be set back a minimum of 10 feet from the front property line. All setbacks shall be landscaped.

Side: No side yard setback is required; however, as a guideline when abutting an R-zone, the side yard setback shall be 10 feet for each floor above the ground floor. Monument signs shall be set back a minimum of 5 feet from a side property line adjacent to a public street. Parking areas shall be set back a minimum of 5 feet from a side property line adjacent to a public street or R district. All setbacks shall be landscaped.

Rear: No rear yard setback is required; however, as a guideline when abutting an R-zone, the rear yard setback shall be 10 feet for each floor above the ground floor. Additional setbacks may be imposed as part of the Review Process. Parking areas shall be set back a minimum of 5 feet if adjacent to any R district. All setbacks shall be landscaped.

b. Landscaping

A minimum of 5 percent of this site area shall be landscaped in conformance with the design standards and guidelines of this Specific Plan. Landscaping for setback areas and parking lots may be counted as contributing to the 5 percent requirement.

c. Parking

The off-street parking provisions of the Temple City Zoning Code shall apply in determining the number of parking spaces that must be provided for each use. The design and layout of the parking area and allowable methods of screening shall be in accordance with the Temple City Zoning Code.

Whenever an existing building is further subdivided into multiple business spaces, additional parking may be required in compliance with the Temple City Zoning Code.

d. In Lieu Parking Fee

The existing small lots within the Specific Plan area make it nearly impossible to provide on-site parking for any new development. To address this situation, the City hereby establishes an in-lieu parking fee; the fee amount shall be banked by the City to provide funds to develop and maintain centralized public parking. Such fee shall be subject to the provisions of applicable State Law related to development fees. Said fee shall be required as follows: Any conditionally permitted use and/or use which requires a zone variance for parking and requires additional parking pursuant to Section 9291 of the Temple City Code (Off Street Parking Requirements) shall be subject to an in-lieu parking fee at a rate of \$750 per deficient parking space. The \$750 per space fee shall be subject to the annual CPI or Cost of Living Assessment increase that is adopted for all other City fees.

The fee shall be paid prior to issuance of a business license for said uses, and shall be incurred annually at the time of business license renewal. If said in-lieu parking fee is not paid as stated, the City may revoke the conditional use permit and/or said use's business license. The Planning Commission and/or City Council shall set forth the parking deficiency and the actual in-lieu parking fee for each individual use, which would be set forth in the Resolution approving a given conditionally permitted use, or use which requires a zone variance for parking. If the banked fees for each use are not utilized by the City to develop and/or maintain centralized public parking within 20 years (or the maximum time allotment pursuant to State law) of the initial payment, then the applicant may request a refund of said fees.

e. Signs

Signs in the EC district shall be permitted in accordance with the provisions of this Specific Plan and the Temple City Zoning Code.

Residential - Commercial (RC) District

a. Purpose and Intent

The purpose and intent of this district is to allow development at the high-density residential (R-3) level or to allow Senior Citizen Housing or, alternatively to allow lots designated as RC to be combined with commercial properties with frontage on either Temple City Boulevard or Las Tunas Drive. If any RC designated parcel is combined with a parcel designated as TC or CC, the applicable criteria for the designated District shall apply.

b. Development Standards

When any RC zoned property is developed as a freestanding development, the applicable development standards for R-3 zoned properties shall apply. Likewise, if any RC zoned property is being developed for Senior Citizen Housing, it shall be in accordance with the standards set forth herein. When any RC zoned property is combined for development with a property in the TC District or the CC District, applicable standards as set forth in those Districts shall apply. Any new development project in an RC District shall be subject to a Conditional Use Permit.

SPECIFIC PLAN ZONING SUMMARY

ZONE	FRONT SETBACK	SIDE SETBACK	REAR SETBACK	LANDSCAPE	MIN LOT WIDTH ³	MAX BLDG HEIGHT ⁴	MAX LOT COVERAGE	LOT SIZE
GC	*1	*2	*2	Min. Of 5%; Landscaping in parking areas may be included in the 5%.	50' or less 51' to 75' 76' to 100' over 100'	15' 30' 45' 45'	50% 70% 100% 100%	7,000 – less 7,001 – 10,000 10,001 – 20,000 over 20,001
WC	*1	*2	*2	Min. Of 5%; Landscaping in parking areas may be included in the 5%.	50' or less 51' to 75' 76' to 100' over 100'	15' 30' 45' 45'	50% 70% 100% 100%	7,000 – less 7,001 – 10,000 10,001 – 20,000 over 20,001
CC	Max. 10 ft.	*2	*2	See T.C. Zoning Code	25'	3 floors or 45'; 30' when abutting R zone	100% less the req. parking, setbacks, and landscaping.	Not Applicable
TC	*1	*2	*2	Min. Of 5%; Landscaping in parking areas may be included in the 5%.	50' or less 51' to 75' 76' to 100' over 100'	15' 30' 45' 45'	50% 70% 100% 100%	7,000 – less 7,001 – 10,000 10,001 – 20,000 over 20,001
EC	*1	*2	*2	Min. Of 5%; Landscaping in parking areas may be included in the 5%.	50' or less 51' to 75' 76' to 100' over 100'	15' 30' 45' 45'	50% 70% 100% 100%	7,000 – less 7,001 – 10,000 10,001 – 20,000 over 20,001
RC	Please contact the Community Development Director for additional information.							

*1 In the GC, WC, TC and EC Zones, no setback is required; however, a setback may be imposed as part of the Design Review Process.

*2 As a guideline, the side and rear yard setback shall be 10'-0" for each floor above the ground floor when abutting an R-zone. Additional setbacks may be imposed as part of the Design Review Process.

*3 The minimum lot width for new lots in the GC, WC, TC and EC zones is 50 feet.

*4 No portion of a building shall exceed 2 stories within 20 feet of an R-zoned lot.

F. DEVELOPMENT REQUIREMENTS FOR SPECIAL USES

The following requirements are in addition to any other requirements of this Specific Plan and any applicable requirements of the Temple City Zoning Code.

1. Multiple Tenant Merchandise Mart

a. Purpose

Multiple tenant merchandise marts (indoor swap meets) are typically high volume, high turnover operations that can create problems with adequate parking and loading spaces, trash disposal, storage, and signs. Therefore, it is appropriate and necessary to allow Staff and the Planning Commission to review each proposal on the basis of its specific location and its potential impacts on surrounding land uses.

b. Definition

A multiple tenant merchandise mart is an enclosed commercial-sales structure subdivided into multiple interior tenant spaces/stalls/booths utilizing common access where new or used merchandise is sold, or exchanged, by 3 or more separate vendors. (Includes the sale of food and the provision of personal services.) For purposes of this section, areas bounded by permanent floor-to-ceiling walls or windows, and are capable of being locked, shall be considered separate stores, and not subdivisions of one store. No store in which one vendor occupies at least eighty percent of the floor area (and less than 3 separate vendors occupy the remaining 20%) used for sale of goods shall be considered a multiple tenant merchandise mart.

c. Conditional Use Permit Required

A multiple tenant merchandise mart may only be established after first obtaining a Conditional Use Permit approved by the Planning Commission after a public hearing and in conformance with the requirements of this section.

d. Limitations and Requirements

1. The minimum total floor area of a building utilized for a multiple tenant merchandise mart shall be 6,500 gross square feet.

2. The minimum square footage of a tenant space shall not be less than 300 square feet with a minimum dimension of 10 feet measured in any direction.
3. The lot upon which such business is to be located shall have frontage on Las Tunas Boulevard.
4. Tenant spaces shall be maintained as designated on a floor plan, approved as part of the Conditional Use Permit, which specifically identifies the dimensions and locations of all walls, partitions, counters, cabinets, aisles and other physical features of the mart's interior.
5. Each tenant space shall be partitioned on at least 3 sides (excluding corner stalls) using wood or metal stud walls, taped dry wall, and painted. The Planning Commission may approve other materials if the applicant can demonstrate that they are of equal durability and permanence.
6. Partition walls shall be a minimum of 6 feet in height and secured permanently to the floor.
7. Roll-up metal security grilles of anodized aluminum shall be provided for each tenant stall and the same grille system shall be used throughout the mart. Scissor-type security gates are not permitted.
8. Each tenant space shall be provided with at least one electrical outlet for each 10 feet of wall space.
9. Aisles providing access to tenant stalls and other public areas shall be a minimum of 8 feet wide. Aisles shall provide for continuous circulation with no dead-ends, and should be laid out in a straightforward manner.
10. A minimum of 2 public handicapped accessible restrooms shall be provided.
11. For the purpose of providing signs, such uses shall be considered to be one tenant.
12. Parking shall be provided at a ratio of 1 space per 250 square feet of gross floor area, plus 1 space for each vendor space unless said use is within the CC District, in which case the provisions of that District shall prevail.
13. A minimum of one loading space shall be provided for each such use. The Planning Commission may require additional loading spaces for uses with more than 15 tenant stalls. Each loading space shall have a minimum dimension of 12 feet wide by 20 feet long and shall be permanently striped.
14. One trash enclosure shall be provided for each 10 tenant stalls.
15. Each tenant shall have a seller's permit issued by the State Board of Equalization and a City business license.

2. Sidewalk Cafes

a. Purpose

Sidewalk cafes on public streets can enhance the pedestrian ambiance of the downtown and are encouraged. The purpose of this section is to set forth the conditions and requirements under which a sidewalk café, as defined, may be permitted.

b. Definition

A sidewalk café is any group of tables and chairs, and its authorized decorative and accessory devices, situated and maintained upon the public sidewalk or along the existing “malls” at the rear of the buildings for use in connection with the consumption of food and beverage sold to the public from or in an adjoining indoor restaurant.

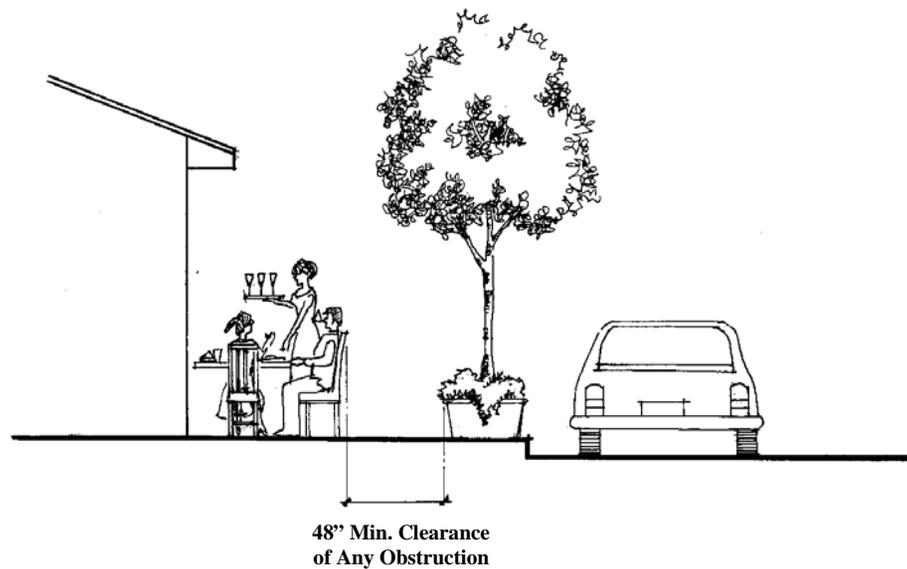
c. Sidewalk Café - - Permitted

A sidewalk café shall be a permitted accessory use and shall be administratively reviewed in accordance with the criteria set forth herein. The Community Development Director may impose any other additional conditions as deemed necessary and appropriate; any action of the Director shall be subject to appeal to the Planning Commission.

d. Limitations and Requirements

A sidewalk café may be permitted only in zoning districts which allow indoor restaurants and then only if the sidewalk café is situated adjacent, as specified below, to an indoor restaurant and the sidewalk café's operation is incidental to and a part of the operation of such adjacent indoor restaurant.

1. Existing indoor restaurants must conform to all sections of the Municipal Code in order to be eligible for approval of sidewalk services.
2. A sidewalk café may be located on the public sidewalk immediately adjacent to and abutting the indoor restaurant which operates the café, provided that the area in which the sidewalk café is located extends no further along the sidewalk's length than the actual sidewalk frontage of the operating indoor restaurant and all other applicable provisions of this section are fulfilled.



3. A sidewalk café may be located on an area of the public sidewalk which is not immediately adjacent to and abutting the indoor restaurant which operates the café, provided all applicable provisions of this section are fulfilled and provided that the majority of the area in which the sidewalk café will be located is situated on the public sidewalk directly in front of the indoor restaurant which operates the café. That area of the public sidewalk which would be enclosed by a perpendicular projection of the indoor restaurant's sidewalk frontage over the sidewalk, shall be considered as being "directly in front of the indoor restaurant" for the purpose of this subsection.
4. An indoor restaurant may be permitted to operate only one sidewalk café and each sidewalk café shall be confined to a single location on the sidewalk.
5. A sidewalk café may be permitted only where the sidewalk is wide enough to adequately accommodate both the usual pedestrian traffic in the area and the operation of the proposed café. There shall be a minimum 48" clear distance free of all obstructions, in order to allow adequate pedestrian movement. Any sidewalk café shall be established and operated so as to be consistent with ADA standards and criteria.
6. All outdoor dining furniture, including tables, chairs, umbrellas, and planters, shall be movable. Umbrellas must be secured with a minimum base of not less than 60 pounds. Outdoor heaters, amplified music, or speakers shall be reviewed at the time of application.
7. No signage shall be allowed at any outdoor café except for the name of the establishment on an awning or umbrella valance.
8. A sidewalk café may serve only food and beverages prepared or stocked for sale at the adjoining indoor restaurant; provided that the service of beer or wine, or both, solely for on-premises consumption by customers within the area of the sidewalk café has been authorized as part of the application review. Each of the following requirements must also be met:
 - a. The area in which the sidewalk café is authorized is identified in a manner which will clearly separate and delineate it from the areas of the sidewalk, which will remain open to pedestrian traffic.
 - b. The sidewalk café operation is duly licensed, or prior to the service of any beer or wine at the café, will be duly licensed, by State authorities to sell beer or wine, or both, for consumption within the area of the sidewalk café.

9. The outdoor preparation of food and busing facilities are prohibited at sidewalk cafes. All exterior surfaces within the café shall be easily cleanable and shall be kept clean at all times by the permittee. Restrooms for the café shall be provided in the adjoining indoor restaurant and the café seating shall be counted in determining the restroom requirements of the indoor restaurant.
10. Trash and refuse storage for the sidewalk café shall not be permitted within the outdoor dining area or on adjacent sidewalk areas and the permittee shall remove all trash and litter as it accumulates. The permittee shall be responsible for maintaining the outdoor dining area, including the sidewalk surface and furniture and adjacent areas in a clean and safe condition.
11. Hours of operation shall be identical to those of the indoor restaurant. All furniture used in the operation of an outdoor café shall be removed from the sidewalk and stored indoors whenever the indoor restaurant is closed.
12. The City shall have the right to prohibit the operation of a sidewalk café at any time because of anticipated or actual problems or conflicts in the use of the sidewalk area. Such problems and conflicts may arise from, but are not limited to, scheduled festivals and similar events, parades, repairs to the street or sidewalk, or emergencies occurring in the area. To the extent possible, the permittee will be given prior written notice of any time period during which the operation of the sidewalk café will be prohibited by the City.
13. The sidewalk café will not require the provision of additional off-street parking.

e. Findings and Conditions

In connection with approval, the Community Development Director may impose such conditions as deemed necessary to assure the appropriate operation of the business and assure that the public safety and welfare are protected.

f. Terms and Renewal

Any approved sidewalk café may be subject to review based upon neighborhood complaints, unlawful assembly, excessive noise, or other similar public nuisances. The Community Development Director may impose additional conditions as deemed necessary to address identified problems associated with the use. Any action taken by the Director may be appealed to the Planning Commission. The Planning Commission shall have the authority to revoke authorization for any sidewalk café. Any action of the Planning Commission may be appealed to the City Council.

g. Revocation

Approval for the sidewalk café and/or the business license for the restaurant use may be revoked following notice to the permittee and a public hearing, upon a finding that one or more conditions of the permit or of this section have been violated or that the sidewalk café is being operated in a manner which constitutes a nuisance, or that the operation of the sidewalk café unduly impedes or restricts the movement of pedestrians past the sidewalk café.

3. Senior Citizen Housing

The provision of senior citizen housing is encouraged throughout the Downtown Specific Plan area. The following are the development requirements for senior citizen housing:

1. Senior citizen living facilities are restricted from the first floor of the building in the City Center (CC) Commercial District.
2. Senior citizen living facilities may be built up to four stories and a maximum height of 55 feet.
3. There is no established density cap for senior citizen housing.

4. Mixed Use Developments

a. Purpose

The purpose and intent of this section is to provide standards for mixed use developments. Mixed use developments offer opportunities for people to live, work, shop, and recreate without having to use their vehicles. Furthermore, they are consistent with the overall goals and objectives of the Downtown Specific Plan as well as the Temple City General Plan. The purpose of this section is to set forth the conditions and requirements under which a mixed use development, as defined below, may be approved.

b. Definition

A mixed use project shall mean a project that combines residential uses with one or more of the following uses: office, retail, entertainment, restaurant, or community facilities. Mixed use projects may be arranged vertically (ground-level retail, second-floor office, ground level live/work, restaurant, entertainment, or community facility with residential uses above) or horizontally on sites not fronting Las Tunas Drive in the City Center (CC) Commercial District (commercial uses on a portion of the property linked by pedestrian connections to residential uses as part of a unified development project).

c. Conditional Use Permit Required

A mixed use development may only be established after first obtaining a Conditional Use Permit approved by the Planning Commission after a public hearing and in conformance with the required development standards of the Downtown Specific Plan. Where there is a conflict between the standards of this section and any other section of the Downtown Specific Plan applicable to mixed use development projects, the development standards provided in this section shall prevail.

d. Limitations and Requirements

1. Lot Size

There shall be no minimum lot size requirement for mixed use developments within any of the Downtown Specific Plan districts. However, there are incentives for projects that involve consolidation of adjacent lots (see *Section IV: "Development Incentive Bonuses", D "Lot Consolidation Incentives"* for requirements).

2. Building Height

A mixed use development project may exceed the maximum building heights established in Section III E. of this specific plan (see page III – 44 "*Specific Plan Zoning Summary*"), if the Planning Commission determines that the project meets the following criteria:

- a. The location and characteristics of the proposed buildings and/or structures, and the allowed uses, will not adversely impact adjacent properties.
- b. The project is consistent with the goals and objectives of the Downtown Specific Plan and/or the Temple City General Plan.
- c. For projects that abut an R1 or R2 zone and meet the above two criteria, the buildings may be built to a maximum height of 35 feet. For projects that are adjacent to all other residential zones and have a lot depth that is less than 150 feet, the building height may reach a maximum of 45 feet; where the lot depth is 150 feet or greater, the building height may reach a maximum of 55 feet.
- d. Notwithstanding any of the above or other applicable standards in the Downtown Specific Plan, or in the Zoning Code, the City Council, after consideration of a recommendation by the Planning Commission, may establish a greater maximum building height for a particular project if one or more of the design elements specified in Subsection 8 ("*Design Incentives*"), are incorporated into the project.

3. Ground Floor Heights

- a. All commercial floor space provided on the ground floor of a mixed-use development project must have a minimum floor-to-ceiling height of 15 feet.
- b. Ground floor display windows must have a minimum height of 10 feet.

4. Bulk and Massing

Mixed-use development projects must use varied roof lines and vertical attachments in conjunction with other appropriate architectural features as necessary to clearly define the base, middle, and top of each building.

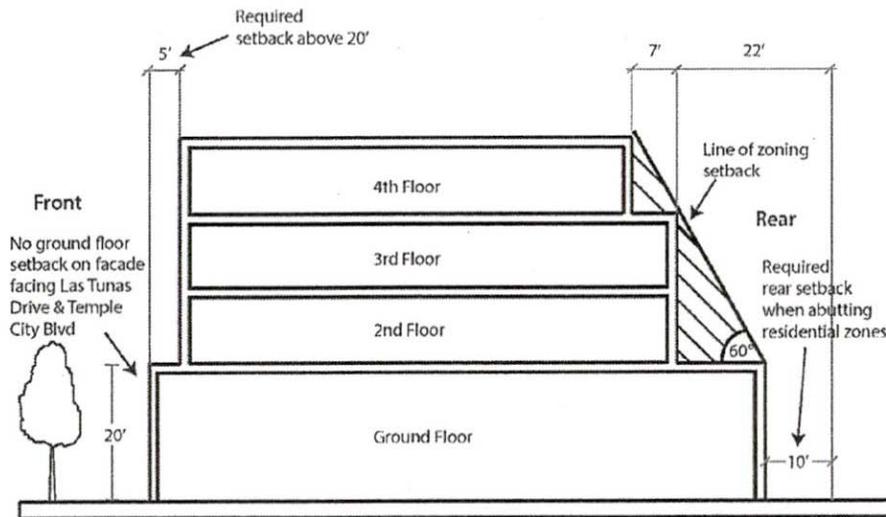
5. Setbacks

a. Street-facing Setbacks:

For portions of the building façade that are 20 feet in height or less, no setback is required; for portions that are above 20 feet, a 5 foot setback is required. For mixed use development projects fronting Las Tunas Drive or Temple City Boulevard, the ground floor must be built to the front property line, except that up to 30% of the frontage may include insets, recessed entry-ways, patios, and other pedestrian amenities. On corner lots, only the first 25% of walls facing non-arterial streets are required to be built to the property line, starting at the corner.

b. Side and Rear Setbacks on Lots Abutting Residential Zones:

For portions of the building façade that have a height of 20 feet or less, a 10 foot setback is required; portions that are greater than 20 feet in height require a 60 degree clear zone angle, measured 20 feet above grade and 10 feet from the side and rear property lines. For portions of the building that are taller than 35 feet and adjacent to a residential zone, a 35 foot setback is required.



Mixed Use Development Setback Requirements

6. Off-Street Parking Requirements

a. Residential Parking:

Off-street parking for dwelling units in a mixed use development shall be provided in compliance with all standards contained in Section 9291 of the Zoning Code, except that for dwelling units with 3 or more bedrooms, no additional parking shall be required. Residential parking spaces shall be clearly identified as such.

b. Commercial Parking:

Off street parking for commercial occupancies in a mixed use development shall be provided in compliance with all standards contained in Sections 9291 and 9293 of the Zoning Code. The total number of off street parking spaces provided shall be the sum of the spaces required for residential dwellings and for commercial occupancies in the mixed use development.

c. Commercial Parking Reduction:

A reduction in the number of off-street parking spaces required for commercial occupancies by the Zoning Code may be granted for mixed-use development projects that incorporate one or more transportation demand and trip reduction measures that would not otherwise be required by Section 9191 of the Zoning Code. The parking requirement may be reduced, following submittal of a parking study subject to approval by the community development director, to the following:

i. All Commercial Uses (Restaurant & Retail): 1 space/250 sq ft.

ii. Guest parking required for the residential component may be counted towards the requirement for commercial uses.

7. Open Space/ Landscaping

A minimum 10% of the lot area must be retained for open space/landscaping.

8. Design Incentives

Mixed use development projects that incorporate one or more of the following design features may be granted a height or F.A.R. bonus, above what is allowed in the underlying land use district, subject to the findings in Sub-section 9 ("*Findings*") below.

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- a. Architectural Character and Massing:
Exceptional design that is appropriate to the site and neighborhood, such as 360 degree architecture (architectural and design features incorporated on all sides of the building), balconies and/or bays on the upper levels overlooking the street, insets, recessed entry-ways, high quality windows (such as those with true divided light window sashes), natural building materials or synthetic materials that faithfully simulate the natural materials and have equal or better weathering characteristics.
 - b. Residential Amenities:
Well-designed functional common spaces and/or facilities, such as community rooms, gyms, pools, and outdoor dining/barbequing areas.
 - c. Pedestrian Oriented Design Elements:
Features that are visible and accessible to the public, including plazas, paseos, arcades, colonnades, fountains and other water features, public art, street furniture or other seating surfaces, and high quality hardscaping/paving materials.
 - d. Conservation:
Projects that incorporate sustainable building techniques and design in a manner consistent with certification at the “Silver” level under the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) rating system; landscaping that utilizes native and drought-tolerant plants.

9. Findings

Before a project is granted a design incentive as outlined in Subsection 8 (“*Design Incentives*”), the Planning Commission must make all of the following findings:

- a. The project is consistent with the goals and objectives of the Downtown Specific Plan and the Temple City General Plan.
- b. The project does not adversely affect neighboring residential and commercial properties.

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- c. The project will provide desired community amenities and increase the mix of commercial/retail uses in the downtown.
 - d. The project is designed to enhance the surrounding neighborhood, provide an exceptional, high-quality architectural design, and promote pedestrian activity by providing pedestrian oriented design elements and features.
 - e. The project will help the City meet its share of regional housing need and related housing goals.

10. Exceptions

Notwithstanding any of the standards of the Downtown Specific Plan or the Zoning Code, the City Council, after consideration of a recommendation by the Planning Commission, may by resolution establish alternate development standards for a particular project if determined to be warranted within the Downtown Specific Plan area.

G. SIGN REGULATIONS

The purpose of the sign regulations is to provide the means for adequate identification of buildings and businesses by regulating and controlling the design, size, and location of all signs within the Specific Plan area.

The intent of these regulations is to establish specific standards for each exterior sign that will ensure continuity, consistency, and harmony with the architectural quality of the Specific Plan area.

1. Compliance Required

No person shall erect, re-erect, construct, enlarge, alter, move, improve, remove, convert, or equip any sign or sign structure or cause or permit the same to be done contrary to or in violation of any of the provisions of these sign regulations.

2. Uncertainty of Sign Regulations

If a situation arises that is not covered by these sign regulations or there is ambiguity as to these regulations, the requirements of the Temple City Zoning Code shall prevail.

3. Sign Permit Required

No person shall erect, construct, alter, or maintain any signs, including temporary signs, upon any location in the Specific Plan area, without first obtaining a sign permit, except as hereinafter expressly provided. Permits required hereunder shall be in addition to those required pursuant to any other law, including, but not limited to, the City's Building Regulations. Prior to obtaining a sign permit, every sign proposal shall be reviewed by City Staff so as to ensure overall design compatibility with the building as well as the surrounding commercial signage. This review process may include required modifications to any proposed sign relative to shape, size, color and mounting location. As part of the review process, it shall be the objective to encourage interesting and unique signage compatible within each of the designated commercial districts. Permanent signs are encouraged to be internally illuminated channel letter type, halo (reverse channel) type or externally lit with decorative gooseneck lighting.

4. Non-Conforming Signs

The abatement of non-conforming signs shall be in accordance with the provisions of Section 9328 of the Temple City Zoning Code.

5. Abandoned Signs

In the event a use on any lot is vacated, terminated or abandoned, for any reason, for a period of 180 consecutive days, the owner or person in possession of the property shall be responsible for removal of all signs on the property or for having the copy thereon removed immediately upon notice from the City. For can-type signs, a plain black plastic panel shall replace lettered panels. Painted signs shall be painted out to match the color of the building. All holes left as a result of removing a sign shall be appropriately filled and painted to match the building.

6. Maintenance of Signs

All signs shall be maintained in good repair and functioning properly at all times. All repairs to signs shall be of equal or better in quality of materials and design as the original sign. The Director shall have the authority for determining the maintenance status of all signs. Signs which are not properly maintained are deemed to be a public nuisance, and may be abated pursuant to the Temple City Municipal Code.

7. General Sign Standards

- a. No signs or any contrivance shall be devised or constructed so as to rotate/gyrate, blink or move in any animated fashion except time/temperature signs and barber poles. Signage may be incorporated on an awning or canopy subject to Plan Review.
- b. Each business shall have an on-premises sign in compliance with the provisions of Section 9326 G of the Temple City Zoning Code.
- c. No flags or pennants of any type may be utilized to draw attention to any use or structure on a permanent basis. Colored flags, which contain no writing, insignia or logos may be displayed 2 times per year for periods not to exceed 30 days. This does not preclude the display of national, state or local government flags or other flags, pennants, or banners which may be erected by the City.

- d. Wall signs shall be flat against a building, except signs located on a canopy or marquee, and shall not extend above the parapet eaves or building façade of the building on which the sign is located. Such signs shall not exceed a maximum thickness of 18 inches.
- e. In order to ensure that all signs within multi-tenant developments are in harmony with other on-site signs, buildings, and surrounding developments, a planned sign program shall be required in addition to a sign permit.

A planned sign program shall be required when any of the following circumstances exist:

- 1. Multi-tenant developments of three (3) or more separate businesses that share either the same lot or building and use common access and parking facilities.
- 2. Whenever five (5) or more signs are proposed for a development.
- 3. Whenever wall signs are proposed above the ground level on structures over two (2) stories or 30 feet in height.

The following information is required for submittal of a sign program:

- 1. Sign details indicating sign area, dimensions, colors, materials, letter style, proposed copy letter height and method of illumination.
 - 2. Site plan indicating the location of all existing and proposed signs with sign area dimensions, colors, materials, letter style, proposed copy if available, letter height, and method of illumination.
 - 3. Building elevation(s) with sign location depicted and dimensioned. The Director shall have the authority to approve, conditionally approve, or deny a sign program based on findings that the proposed sign program is in compliance with the regulations of this section.
- f. The area of a wall sign or logo with individual letters shall be measured by a rectangle around the outside of the lettering and/or the pictorial symbol.
 - g. The area of a monument-type sign shall be measured by a rectangle around the outside of individual backlit lettering or around the perimeter of a can-type sign. The first 2 feet of the supporting structure adjacent to the sign area rectangle need not be counted as contributing to the total permitted sign area. However, this shall not allow any part of a monument sign to extend above the permitted height for the district in which it is located.

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- h. Each monument sign shall be located within a planted landscaped area which is of a shape and design that will provide a compatible setting and ground definition to the sign, incorporating the following ratio of landscape area to total sign area:

Monument: Four (4) square feet of landscaped area for each square foot of sign area (one side only).

Directory: Two (2) square feet of landscaped area for each square foot of sign area.

- i. Private vehicular directional signs visible from public thoroughfares may be erected to facilitate traffic flow and control pedestrian movement on private property. Such signs shall not exceed a sign face area of 4 square feet per face, and the height of a sign shall be established during the Design Review Process. Such signs shall not advertise the use. Two signs per driveway entrance are permitted. Additional signs may be approved or required by the Director to adequately direct traffic and pedestrians.
- j. There shall be no wall sign, projecting sign, monument sign, freestanding sign, window sign, or temporary sign visible from the exterior of any shop or place of business, which indicates that a business provides massage. Exterior signage shall not include the following words or any part of the following words: massage, massaging, masseur or masseuse.

8. Sign Regulations Matrix

The Sign Regulations by Zoning District Matrix provides sign regulations applicable to the Specific Plan area.

SIGN REGULATIONS BY ZONING DISTRICT

TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM SIGN HEIGHT	LOCATION	ILLUMINATION	REMARKS
SIGNS PERMITTED IN THE WC, TC, GC AND EC COMMERCIAL DISTRICTS						

1. Single Tenant Sites – Not part of a Center						
Wall and Projecting (BI)	One single face wall and/or projecting sign per street or parking frontage, plus one side of bldg. Sign and one rear access sign. Max 3 signs per business.	2 s.f. of sign area per each l.f. of bldg. fronting on a street or parking lot not to exceed 300 s.f. Additional 2 s.f. of sign area per each l.f. of bldg. Side, not to exceed 150 s.f. Additional 1 s.f. of sign area per each l.f. of rear elevation if customer access is provided.	May not project above the roofline or eave line and in no case be higher than 20 ft. from finish grade.	May be located on face of parapet or canopy. Sign is allowed on only one side of building.	Yes	<ul style="list-style-type: none"> a. Allowable aggregate all sign(s) area does not include areas of permitted window signs. b. Projecting signs shall not exceed 20 s.f. and shall not project more than 3 ft. from bldg.
Window (permanent) (BI)	One sign per window.	25% of the glass area upon which the sign is located.	N/A	Window lettering permitted on interior or exterior of glass window or door.	No, except neon signs.	<ul style="list-style-type: none"> a. Allowable aggregate of window sign(s) area does not include areas of allowable wall signs. b. Window signs shall be constructed of permanent material, such as paint or decals and be permanently affixed to the window.

Note: BI = Business Identification; DS = Directional Signs; OI = Occupant Identification; CI = Center Identification; SSIP = Service Station Identification and Pricing; SSS = Special Service Signs; SA = Special Advertisement; TS = Temporary Signs

SIGN REGULATIONS BY ZONING DISTRICT

TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM SIGN HEIGHT	LOCATION	ILLUMINATION	REMARKS
SIGNS PERMITTED IN THE WC, TC, GC AND EC COMMERCIAL DISTRICTS						

1. Single Tenant Sites – Not part of a Center (cont.)						
Monument (BI)	One double face sign per sheet frontage.	40 s.f. per face	8 ft. above grade or 6 ft. above top of planter or landscaped berm	Must not create traffic hazard at corners of driveways.	Yes	<ul style="list-style-type: none"> a. Min. street frontage of 100' required. b. Planter base or landscape area to be provided. Such area of one face of the sign. c. May encroach into front setback area to within 5 ft. of property line.
Wall and Monument (DS)	N/A	4 s.f. per face	N/A	N/A	N/A	a. Will be reviewed as part of the Design Review process.

Note: BI = Business Identification; DS = Directional Signs; OI = Occupant Identification; CI = Center Identification; SSIP = Service Station Identification and Pricing; SSS = Special Service Signs; SA = Special Advertisement; TS = Temporary Signs

SIGN REGULATIONS BY ZONING DISTRICT

TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM SIGN HEIGHT	LOCATION	ILLUMINATION	REMARKS
SIGNS PERMITTED IN THE WC, TC, GC AND EC COMMERCIAL DISTRICTS						

2. Multiple Tenant Sites – Shopping Centers						
Wall (BI)	One single face sign per business per street or parking lot frontage. Max. 2 signs per business.	2 s.f. of sign area per each l.f. of bldg. fronting on a street or parking lot. Not to exceed 150 s.f.	May not project above the roofline or eave line and in no case be higher than 20 ft. above finish grade.	May be located on face of parapet or canopy.	Yes	<ul style="list-style-type: none"> a. Min. street frontage of 100 ft. required. b. Sign may identify center and 2 major tenants, or 3 major tenants. c. Planter base or landscape area equal to or greater than the area of one face of a sign. d. Shall not be located so as to create traffic hazard for driveway or corner radius.
Window (permanent) (BI)	One sign per window.	25% of the glass area upon which the sign is located.	N/A	Window lettering permitted on interior or exterior of glass window or door.	No except neon lights.	<ul style="list-style-type: none"> a. Allowable aggregate of window sign(s) area does not include areas of allowable wall signs. b. Window signs shall be constructed of permanent material.

Note: BI = Business Identification; DS = Directional Signs; OI = Occupant Identification; CI = Center Identification; SSIP = Service Station Identification and Pricing; SSS = Special Service Signs; SA = Special Advertisement; TS = Temporary Signs

SIGN REGULATIONS BY ZONING DISTRICT

TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM SIGN HEIGHT	LOCATION	ILLUMINATION	REMARKS
SIGNS PERMITTED IN THE WC, TC, GC AND EC COMMERCIAL DISTRICTS						

2. Multiple Tenant Sites – Shopping Centers (cont.)						
Canopy / Marquee (BI)	One per business (double face).	6 s.f. per face	N/A	Beneath canopy or marquee with 7.5 ft. clearance from sidewalk to lowest point of sign.	No	<ul style="list-style-type: none"> a. Signs shall be uniform in color and design for all tenant identification within the center. b. Signs shall not extend beyond canopy or marquee.
Name Plate (OI)	One per business	2 s.f. per face	N/A	At exterior entrance to building.	N/A	<ul style="list-style-type: none"> a. Intended for office uses only. b. May include only the name and occupation of the occupant. c. No sign permit required.
Wall and Monument (DS)	N/A	4 s.f. per face	N/A	N/A	N/A	<ul style="list-style-type: none"> a. Will be reviewed as part of the Design Review Process.

Note: BI = Business Identification; DS = Directional Signs; OI = Occupant Identification; CI = Center Identification; SSIP = Service Station Identification and Pricing; SSS = Special Service Signs; SA = Special Advertisement; TS = Temporary Signs

SIGN REGULATIONS BY ZONING DISTRICT

TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM SIGN HEIGHT	LOCATION	ILLUMINATION	REMARKS
SIGNS PERMITTED IN THE WC, TC, GC AND EC COMMERCIAL DISTRICTS						

2. Multiple Tenant Sites – Shopping Centers (cont.)						
Monument (Freestanding) (CI)	One double face sign per each street frontage. Additional signs per approved sign program	50 s.f. if site has over 200 ft. of frontage, 75 s.f. is permitted.	10 ft. above nearest curb.	Shall be setback a min. of 5 ft. from front or side property lines.	Yes	<ul style="list-style-type: none"> a. Min. street frontage of 100 ft. required. b. Sign may identify center and 2 major tenants, or 3 major tenants. c. Planter base or landscape area equal to or greater than the area of one face of a sign. d. Shall not be located so as to create traffic hazard for driveway or corner radius.
Monument (Freestanding) (BI)	One double face sign per freestanding building.	24 s.f. per face	6 ft. above nearest curb.	Shall be setback a min. of 5 ft. from front or side property lines.	Yes	<ul style="list-style-type: none"> a. Authorized for detached or freestanding single business in structure of not less than 2,500 s.f.

Note: BI = Business Identification; DS = Directional Signs; OI = Occupant Identification; CI = Center Identification; SSIP = Service Station Identification and Pricing; SSS = Special Service Signs; SA = Special Advertisement; TS = Temporary Signs

SIGN REGULATIONS BY ZONING DISTRICT

TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM SIGN HEIGHT	LOCATION	ILLUMINATION	REMARKS
SIGNS PERMITTED IN THE WC, TC, GC AND EC COMMERCIAL DISTRICTS						

3. Service Stations						
Wall (SSIP)	One per street frontage, max. 2	10% of building face not to exceed 30 s.f.	Not above roofline or 20 ft. above finish grade whichever is less.	Not specified.	Yes	a. A combination of monument and wall signs may be used, but no more than a total of 4 signs. b. The monument sign shall be designed to include the identification of the station and gasoline prices. No other price signs are permitted.
Monument (SSIP)	One per street frontage, max. 2	24 s.f. for I.D sign, 12 s.f. for prices sign.	8 feet	N/A	Yes	
Wall or ground (SSS)	Two for each island.	3 s.f.	If mounted on a wall or pole of the canopy, it shall be no higher than 8 ft.	Not Specified.	No	a. Special service signs shall be limited to such items as self serve, full serve, air, water, cashier, and shall be non-illuminated.
Window or ground (SA)	Two per station	6 s.f.	A ground sign shall not exceed 6 ft. in height.	Not Specified.	No	a. Special service signs shall be limited to advertising special sales or services for a period not to exceed 30 days.

Note: BI = Business Identification; DS = Directional Signs; OI = Occupant Identification; CI = Center Identification; SSIP = Service Station Identification and Pricing; SSS = Special Service Signs; SA = Special Advertisement; TS = Temporary Signs

SIGN REGULATIONS BY ZONING DISTRICT

TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM SIGN HEIGHT	LOCATION	ILLUMINATION	REMARKS
SIGNS PERMITTED IN THE WC, TC, GC AND EC COMMERCIAL DISTRICTS						

3. Service Stations (cont.)						
Wall and Monument (DS)	N/A	4 s.f. per face	N/A	N/A	N/A	a. Will be reviewed as part of the Design Review process.

Note: BI = Business Identification; DS = Directional Signs; OI = Occupant Identification; CI = Center Identification; SSIP = Service Station Identification and Pricing; SSS = Special Service Signs; SA = Special Advertisement; TS = Temporary Signs

SIGN REGULATIONS BY ZONING DISTRICT

TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM SIGN HEIGHT	LOCATION	ILLUMINATION	REMARKS
SIGNS PERMITTED IN THE CC COMMERCIAL DISTRICTS						

1. Single Tenant Site						
Wall and projecting (BI)	One single face wall sign and/or double face projecting sign per street frontage, plus one side of bldg. sign on corner lots, and one rear entrance sign. Max. 3 signs per business.	1 s.f. of sign area per each lineal foot of bldg. frontage. Additional 1 s.f. of sign area per 1 foot of bldg. side on corner lots and .5 s.f. of sign area per l.f. of rear elevation if customer access is provided. Max. 150 s.f. of sign area per property.	May not project above the roofline or eave line and in no case be higher than 20 ft. from finish grade.	May be located on face of parapet or canopy.	Yes	a. Allowable aggregate area of wall and projecting sign(s) does not include areas of permitted window signs. b. Projecting signs shall not exceed 12 s.f. and shall not project more than 3 ft. from bldg.
Window (permanent) (BI)	One sign per window.	25% of the glass area upon which the sign is located.	N/A	Window lettering permitted on interior or exterior of glass window or door.	No, except neon signs.	a. Allowable aggregate area of wall and projecting sign(s) does not include areas of permitted window signs. b. Window signs shall be constructed of permanent material, such as paint or decals and be permanently affixed to the window.

Note: BI = Business Identification; DS = Directional Signs; OI = Occupant Identification; CI = Center Identification; SSIP = Service Station Identification and Pricing; SSS = Special Service Signs; SA = Special Advertisement; TS = Temporary Signs

SIGN REGULATIONS BY ZONING DISTRICT

TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM SIGN HEIGHT	LOCATION	ILLUMINATION	REMARKS
SIGNS PERMITTED IN THE CC COMMERCIAL DISTRICTS						

1. Single Tenant Site (cont.)						
Wall and Monument (DS)	N/A	4 s.f. per face	N/A	N/A	N/A	a. Will be reviewed as part of the Design Review process.
2. Multiple Tenant Sites						
<p>Same sign types and size limitations as single tenant sites (see above). For multiple tenant sites each business is entitled to a separate sign as long as the total area of all signs does not exceed the maximum allowable sign area for the building. When new individual occupant signs are erected on multiple tenant buildings, their design and construction shall be similar to the existing signs in terms of size, shape, materials, color, method of illumination, and mounting system. The intent is to create a coordinated appearance for signs on multiple tenant buildings.</p>						

Note: BI = Business Identification; DS = Directional Signs; OI = Occupant Identification; CI = Center Identification; SSIP = Service Station Identification and Pricing; SSS = Special Service Signs; SA = Special Advertisement; TS = Temporary Signs

SIGN REGULATIONS BY ZONING DISTRICT

TYPE	MAXIMUM NUMBER	MAXIMUM SIGN AREA	MAXIMUM SIGN HEIGHT	LOCATION	ILLUMINATION	REMARKS
PERMITTED TEMPORARY SIGNS IN ALL DISTRICTS						

Permitted Temporary Signs in all districts						
Window (TS)	N/A	20% of the window area.	N/A	Ground floor windows only and not more than 8 ft. above finish grade.	No	a. Temporary signs are limited to messages such as sales or special events. No business identification is permitted.
Banner (TS)	One per establishment.	25 s.f.	May not extend above roofline or eave-line.	Shall be attached only to the building to which it relates and not to any sign, freestanding or otherwise.	No	a. Temporary signs may be displayed for no more than 30 days within any 6-month period. The display period may be segmented into lesser periods of not less than 5 days each.

Note: BI = Business Identification; DS = Directional Signs; OI = Occupant Identification; CI = Center Identification; SSIP = Service Station Identification and Pricing; SSS = Special Service Signs; SA = Special Advertisement; TS = Temporary Signs

Attachment to City Council Ordinance No. 02-880

IV. DEVELOPMENT INCENTIVE BONUSES

In order to achieve the type and quality and revitalization envisioned for the Specific Plan area, certain development incentive bonuses may be granted by the City to encourage developers and property owners to participate in the various programs described herein.

The following incentive bonus programs are included in this Chapter:

- Senior Citizen Housing
- Pedestrian Amenities
- Mid-Block Pedestrian Passageway
- Lot Consolidation
- Non-Conforming Sign Removal
- Façade Renovation
- Restaurant Projects
- Shared Parking / Access

The granting of incentive bonuses by the City is a **completely discretionary action**. The City is under no obligation to grant development incentive bonuses. Before applicants prepare preliminary plans, they should discuss the provisions of applicable programs with the City's Director of Community Development. In addition to determining the degree of the bonus provision, they will also determine how well the development has addressed the Design Guidelines of this Specific Plan. Bonuses may be granted by the City on a case-by-case basis with past actions not affecting future decisions. Each development will stand on its own merit. Development incentive bonuses may be granted by the Planning Commission, which shall be appealable to the City Council in accordance with provisions of 9208 through 9212 of the Temple City Zoning Code.

A. SENIOR CITIZEN HOUSING INCENTIVE

1. Purpose

In order to encourage the provision of senior citizen housing within the Specific Plan area, the City may offer a density bonus incentive and other development and zoning incentives.

2. Incentive Bonus Provisions

- a. Whenever at least fifty percent of the total dwelling units of a housing development are made available for qualifying senior citizen residents as defined by State law (Civic Code 51.2), a density bonus may be approved.
- b. In addition to the above, the City may offer at least one of the following regulatory incentives to ensure that the project will be developed at an affordable cost for senior citizens:
 1. A reduction or modification of Code requirements which exceed the minimum building standards approved by the State Building Standards Commission as provided in Part 2.5 (commencing with Section 18901) of Division 123 of the Health and Safety Code, including, but not limited to, a reduction in the minimum setback and square footage requirements and in the ratio of off-street parking spaces that would otherwise be required.
 2. Approval of mixed use development in conjunction with the senior citizen residential project if commercial or office uses will reduce the cost of the development and if the project will be compatible internally and with the existing development in the area.

3. Other regulatory incentives proposed by the developer or the City which result in identifiable cost reductions.

3. Senior Citizen Housing Development Requirements

- a. A request for a density bonus and regulatory incentives shall require a Conditional Use Permit and be subject to State law (Government Code 65915).
- b. The development requirements for senior citizen housing as set forth in Chapter III, Section F (Development Requirements for Special Uses) shall be complied with.

B. PEDESTRIAN AMENITIES INCENTIVE

1. Purpose

Throughout the Specific Plan area it is desirable to encourage pedestrian oriented spaces within individual building sites such as plazas, courtyards, and seating areas. Such features not only make the pedestrian environment more pleasant but they also add significantly to the overall visual quality of the particular project.

2. Requirements

In order to qualify for the pedestrian amenities incentive bonus, a proposed project must meet the following requirements:

- a. The minimum lot or development size for projects requesting consideration for the pedestrian amenities bonus shall be a minimum of 10,000 square feet.
- b. A qualifying plaza or courtyard must be designed as an integral part of the overall project and must be specifically related to the main circulation patterns(s) within the project. Leftover pieces of the site, which are not related to the primary pedestrian circulation system, may not be counted as qualified areas.
- c. The minimum dimension of any qualified area shall be 15 feet of hardscape material. Pathways required for normal pedestrian circulation may not be included.

- d. Any qualified area must be open to the sky except for shade trellises and roof overhangs. Glass enclosed sun rooms or arboreta may qualify if located adjacent to a public sidewalk and facility is readily available to the general public.
- e. Any qualified area must incorporate seating, enhanced paving materials, shade trees, and/or trellises and landscaping. Fountains and other features are also highly encouraged.
- f. Areas which are provided for the sole use of employees, such as patios, or business customers, such as outdoor dining areas or lobbies, may not be counted as qualified areas.
- g. All qualified pedestrian space shall be located at ground level to a maximum of 5 feet above ground level measured at the nearest street curb. All such space shall be easily accessible to the general public during normal business hours and shall be barrier free in terms of handicapped access.

3. Incentive Bonus

- a. For every 200 square feet of useable pedestrian plaza or courtyard provided, on site parking requirements may be reduced by one parking space, provided that a finding can be made that adequate parking will be available to the project.
- b. For every 10 percent of the lot area provided for in plazas and courtyards, the maximum allowable building height may be increased by one story with a 2 story maximum bonus allowed.
- c. For every 10 percent of the lot area provided for in plazas and courtyards in a mixed use project, the maximum permitted residential density may be increased 10 percent. This may be in addition to other density bonuses obtained through the mixed use incentive, but the cumulative density increase from all bonuses may not exceed a 25% increase in density.
- d. The Director may make minor adjustments either upward or downward in the above incentive bonuses in order to take into consideration irregularities or constraints of the site, location of the site within the overall Specific Plan area, relationship of the project to adjacent structures and uses, the responsiveness of the project to the Specific Plan Design Guidelines, and any other unique attributes of the development project.
- e. Through the development agreement process, the City may consider other pedestrian incentive bonuses such as reductions in processing fees, in-lieu fees or utility connection fees. The extent of such bonuses may vary on a case-by-case basis as a result of negotiations between the project applicant and the City.

C. MID-BLOCK PEDESTRIAN PASSAGEWAY INCENTIVE

1. Purpose

Within the City Center District, it is desirable to encourage the provision of pedestrian passageways at mid-block locations to provide convenient through access to Las Tunas Boulevard from public and private parking lots at the rear of buildings.

2. Requirements

In order to qualify for the mid-block arcade incentive bonus, a proposed project must meet the following requirements:

- a. The minimum width of any arcade provided under this program shall not be less than 10 feet at any point.
- b. The arcade shall be designed to be an integral part of the overall project and shall be configured to provide straight forward access from an alley or rear parking area to Las Tunas Boulevard or Temple City Boulevard. The incorporation of plazas into the design is highly encouraged. Business entrances are encouraged to front onto a mid-block arcade.
- c. The mid-block arcade shall incorporate landscape features, lighting, shade, textured paving and other design elements to enhance the overall pedestrian environment and provide a high level of security and convenience.
- d. Only one mid-block pedestrian arcade may be provided within any block. Said arcade shall be provided in the middle one-third of the block.
- e. A development agreement between the City and the property owner shall be entered into describing responsibilities for maintenance and other liabilities.

3. Incentive Bonuses

For projects meeting the above requirements, the following development bonuses may be available.

- a. Building height may be increased by one additional story.
- b. Required parking requirements or fees may be reduced by 20%, provided that a finding can be made that adequate parking will be available to the project.
- c. Through the development agreement process, the City may consider other mid-block pedestrian passageway incentive bonuses such as reduction in processing fees, in-lieu fees, or utility connection fees. The extent of such bonuses may vary on a case-by-case basis between the project applicant and the City.

D. LOT CONSOLIDATION INCENTIVES

1. Purpose

The presence of small, underutilized lots and irregularly shaped lots has been identified as one of the constraints affecting future development in portions of the Specific Plan area. It is desirable to encourage the consolidation of smaller lots into larger development sites in order to achieve the scale and quality of development envisioned for the area.

2. Requirements

In order to qualify for the lot consolidation incentive a project must meet the following requirements:

- a. A minimum of two existing lots must be combined under single ownership or a minimum of three lots may be combined under multiple ownership if developed as a single integrated project with reciprocal access and parking agreements.
- b. In order to qualify for a lot consolidation bonus, all lots combined must be developed as part of a comprehensively planned project to be constructed in a single phase.
- c. Bonuses are not available in the City Center Commercial District where the intent is to maintain a small scale of development and to allow market forces to dictate lot consolidation opportunities.

3. Incentive Bonus

- a. For commercial, office, and mixed use projects meeting the above requirements, the following development bonuses may be available:

NUMBER OF LOTS CONSOLIDATED	INCENTIVE BONUSES
2 to 3 Lots	10% Reduction in parking Add one story to maximum height
4 to 6 Lots	15% Reduction in parking Add two stories to maximum height
7 or More Lots	15% Reduction in parking Add three stories to maximum height

- b. For multiple family residential projects meeting the above requirements, the following development bonuses may be available:

NUMBER OF LOTS CONSOLIDATED	INCENTIVE BONUSES
4 to 6 Lots	15% increase in the number of allowable units Add one story to maximum height
7 or More Lots	20% increase in the number of allowable units Add two stories to maximum height

- c. Through the development agreement process, the City may consider other lot consolidation incentive bonuses such as vacation of alleys, reductions in processing fees, in-lieu fees, or utility connection fees. The extent of such bonuses may vary on a case-by-case basis between the project applicant and the City.

E. REMOVAL OF NONCONFORMING SIGNS INCENTIVE

1. Purpose

The City finds that in some circumstances it is desirable to encourage the removal of non-conforming signs at a rapid pace. Therefore, in order to encourage the removal of non-conforming signs, the City may offer owners of such signs several incentives to hasten their removal.

2. Requirements

In order to qualify for the non-conforming sign removal incentive, a sign proposed to be removed must meet the following requirements:

- a. The sign must have been a legal conforming sign at the time of its placement.
- b. The sign shall not be an abandoned sign at the time of application as defined within this Specific Plan.
- c. In the granting of non-conforming sign removal incentives, the City will apply the following priority ranking schedule:
 - Roof signs (#1 priority)
 - Pole signs
 - Changeable copy signs
 - Signs painted on walls, fences, or roofs

3. Incentive Program

Owners of non-conforming signs may at their discretion choose to participate in the following sign removal incentive program. The City will approve a number of applicants each year to participate in the program based on the priority list of signs provided above and the availability of funds.

The non-conforming sign removal incentive program is a four (4) year program commencing on the effective date of this Specific Plan. The program is designed to encourage the rapid removal of the least desirable types of signs by providing larger incentives in the early years and tapering off to no incentives in the fifth year.

The incentives, which may be provided are as follows:

a. Year one

- Free removal of non-conforming sign.
- Payment of an incentive bonus for the removal of all non-conforming roof signs, pole signs, and all other non-conforming sign types. The cash incentive may be used toward the purchase and placement of a new sign in conformance with this Specific Plan.
- Payment of design services to provide alternative sign design sketches in conformance with this Specific Plan.

b. Year two

- Free removal of non-conforming sign.
- Payment of design services to provide alternative sign design sketches in conformance with this Specific Plan.

c. Year three and four

- Free removal of non-conforming sign.

Those participants availing themselves of the free design service must agree to utilize one of the alternative sketches provided and to erect a new sign within three (3) months of receiving the sketch designs. If said new sign is not erected the participant will be required to reimburse the City for the cost of the sign design service.

F. FAÇADE RENOVATION INCENTIVE

1. Purpose

Improving the physical appearance of buildings within the Specific Plan area, especially within the City Center Commercial District is one of the important goals of this Specific Plan. The Façade Renovation Program seeks to bring new life to older buildings along Las Tunas Drive and Temple City Boulevard by assisting property owners to upgrade the appearance of their buildings and therefore improve the overall image of Temple City's traditional "Downtown".

2. Bonus Incentives

- a. To encourage revitalization, the City may offer cash rebates for a portion of the cost of approved front and/or rear mall façade improvements.
- b. In addition, a low-interest loan program may also be available to assist property owners with long-term financing of eligible improvements.
- c. Participants in the rebate program may also be eligible for a reimbursement of architectural fees.

3. Eligible improvements for rebate and loan programs include, but are not limited to:

- Storefront Remodeling;
- Mall/Alleyway Facades;
- Water Cleaning;
- Exterior Paint;
- Awnings, Canopies;
- Lighting;
- Glazing; and
- Doors

4. Requirements and Procedures

- a. All façade improvements, in order to be eligible for financial assistance, must comply with the Design Guidelines for the Downtown Specific Plan Area and be approved in advance by the City.

- b. Applicants shall follow procedures established by the City for the administration of the Façade Renovation Incentive Program. Procedures include the submittal and approval of an application and plans and specifications. Generally, the process will proceed as follows:
 1. pre-application meeting with staff;
 2. obtain preliminary design and cost estimates for improvements based on Design Guidelines;
 3. staff reviews and provides comments;
 4. obtain final plans, specifications, and construction bids, submit to City for review/approval;
 5. City issues letter of commitment and applicant signs statement of agreement with conditions of approval;
 6. Applicant obtains private funding of low-interest loan from City, obtains necessary permits, and completes project; and/or
 7. City reimburses applicant upon satisfactory completion of work based on actual invoices and letter of commitment.

G. RESTAURANT DEVELOPMENT INCENTIVES

1. Purpose

To establish a quality restaurant with meeting and banquet facilities within the Specific Plan area is encouraged. This type of restaurant/banquet facility is especially desirable in the City Center District where the philosophy is to grant incentives to restaurants, which provide a wide range of international foods from around the world.

2. Definition

For the purpose of this section a “quality” restaurant is one which has sit down service only (no take out service) at booths and tables and serves, at a minimum, lunch and dinner. Minimum seating capacity should be about 40-50 persons. The facility may include a separate cocktail lounge.

3. Incentive Bonus Provisions

An applicant proposing to develop a quality restaurant with banquet facilities within the Specific Plan area may be entitled to the following incentives:

- a. A reduction in the number of required parking spaces by up to 20% in any District. No parking is required in the CC District;
- b. Expeditious processing of all required City approvals/permits;
- c. Waiver of planning and building fees; and
- d. Other financial incentives as available from the Economic Development Department.

4. Restaurant Development Requirements

In order for a proposed quality restaurant to qualify for the above incentives, the following minimum criteria shall be satisfied:

- a. The restaurant shall be a “quality” full-service facility as defined herein;
- b. The restaurant shall have a minimum seating capacity of approximately 40 to 50 persons; and
- c. Banquet/meeting facilities shall be provided for a minimum of 40 persons.

H. SHARED PARKING AND ACCESS INCENTIVES

1. Purpose

The use of parking facilities that are shared between adjacent developments can reduce the overall amount of parking spaces required and therefore allow more space for landscaping and other uses. When access drives are shared between adjacent developments, the number of curb cuts is reduced which provides for greater traffic safety.

2. Incentive Bonus Provisions

The provision of a shared parking/access incentive bonus will be evaluated on a case by case basis. The City may approve up to a 20% reduction in parking requirements when it is clear that the adjacent uses are compatible and that sharing parking and/or access is practical and efficient for both uses.

3. Shared Parking/Access Requirements

In order to qualify for a shared parking / access incentive, the following minimum criteria shall be satisfied:

- a. Shared access driveways shall be constructed over the common property line between adjacent uses and reciprocal access agreement shall be recorded. Enhanced pavement and landscaping at the entrances may be required.
- b. When parking is shared between adjacent developments, a minimum of 2 two-way traffic aisles shall connect the two sites if a single shared access is not provided.
- c. Pedestrian safety and access shall be prime consideration in the design of any shared parking/access facilities.

V. DESIGN GUIDELINES

A. INTRODUCTION

This section of the Temple City Downtown Specific Plan sets forth the necessary design guidelines for the consistent promotion of high quality, well-designed developments throughout the Specific Plan area. The design guidelines are composed of written statements and graphic illustrations, which articulate the City’s goals and basic design philosophy for the Downtown Specific Plan Area. The guidelines establish the policies and concepts for good design and quality development. **They are intended only for new development or substantial owner initiated building modifications/renovations. *These guidelines do not apply to existing improvements that are remaining unchanged.***

“Quality development” as used within the context of this document shall mean development, which is in accordance with the development standards and design guidelines set forth in this Specific Plan.

The design guidelines contained in this section have been formulated to address the goals and objectives as stated in the Development Framework section of this Specific Plan.

B. PURPOSE

The purpose of these design guidelines is to provide design concepts and policies for quality development throughout the Specific Plan area. The “general” guidelines at the beginning of this chapter should be used for all established districts in conjunction with the more specific district guidelines.

The design guidelines contained herein are applicable whenever any of the following occur:

- Any new development for which a building permit is required.
- Any addition to or enlargement of an existing structure or use.
- Any change of use or reuse where City approval is required and established after a vacancy of 6 months or more.

Any applicant changing only a portion of an existing building need only comply with the guidelines and standards related to the portion changed and to directly related portions. In the event that proposed modifications affect more than 60% of any façade visible from a public parking area or public right-of-way, the applicant shall be required to comply with all portions of the design guidelines for the entire façade and all landscaping, parking, and signs on the site. In addition, activities not required to apply for a building permit, such as repairs, are encouraged to follow the guidelines to the greatest degree possible.

Implementation of the design guidelines will be through the City’s “Site Plan Review” Process as established under Part V of the Zoning Code. In making its design findings on applicable projects, the Staff, Planning Commission, and City Council shall utilize, and make reference to, the guidelines contained herein. Conditions of approval may be imposed by the approving authority. Any staff determination shall be appealable to the Planning Commission and any Planning Commission determination shall be appealable to the City Council in accordance with the appeal proceedings set forth in 9208 through 9212 of the Temple City Zoning Code.

C. GENERAL DESIGN GUIDELINES

1. General Design Principles

a. Desirable Elements of Project Design

The qualities and design elements for commercial, office, and multi-family residential buildings for all districts that are most desirable include:

- ▶ articulated mass and bulk
- ▶ significant landscape and elements
- ▶ prominent access driveways
- ▶ landscaped and screened parking
- ▶ a comprehensive sign program
- ▶ richness of surface and texture
- ▶ significant wall articulation (inset, hardscape canopies, wing walls, trellises, porches, etc.
- ▶ multi-planed, pitched roofs
- ▶ roof overhangs, arcades
- ▶ regular or traditional window rhythm

Varying roof planes
and building height

Articulated facades
with inserts, canopies,
window recesses and
arches



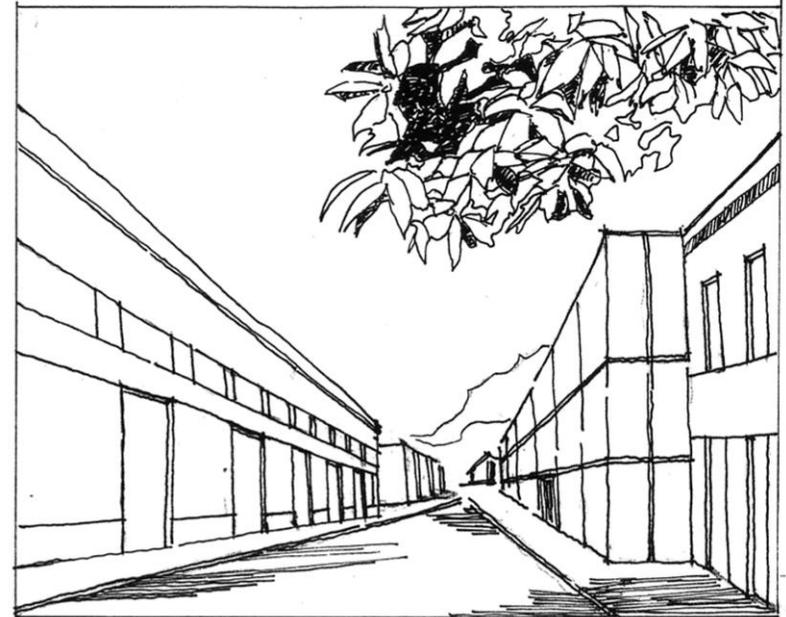
Varying building
setbacks

Window sizes and
shapes are repeated for
rhythm

b. Undesirable Elements

The elements to avoid or minimize include:

- Large blank, unarticulated wall surfaces
- Unpainted concrete precision block walls
- Highly reflective surfaces
- Metal siding on the main façade
- Plastic siding
- Square “boxlike” buildings
- Mix of unrelated styles (i.e. rustic wood shingles and polished chrome)
- Large, out of scale signs with flashy colors
- Visible outdoor storage, loading, and equipment areas
- Disjointed parking areas and confusing circulation patterns

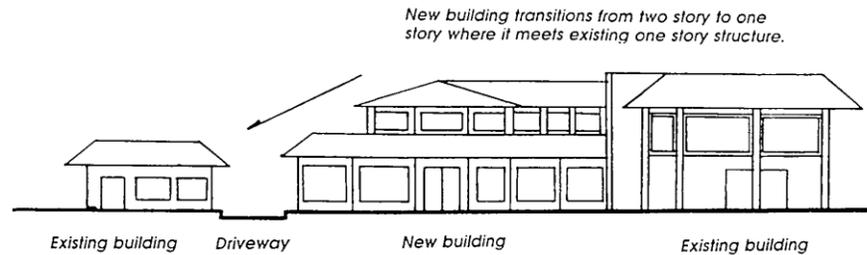


2. General Architectural Guidelines

a. Height/Mass

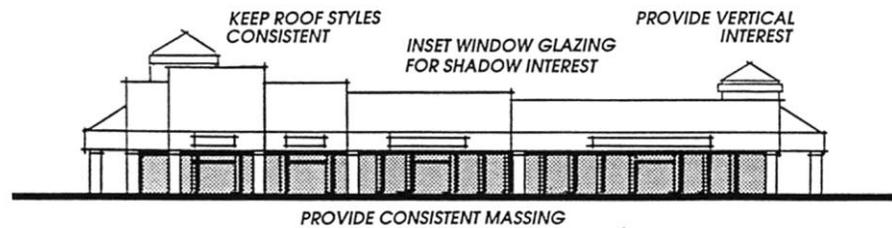
While allowable heights may vary between districts, building heights on each site should relate to surrounding open space to allow maximum sun and ventilation, and to enhance public views from adjoining structures.

1. Height and scale of new developments should be compatible with that of surrounding developments. New development is encouraged, where practical, to “transition” from the height of adjacent development to the maximum height of the proposed building.



2. Large buildings, which give the appearance of “boxlike” structures, are generally unattractive and distort the overall scale of an area. There are several ways to reduce the appearance of excessive mass in large buildings.
 - ❖ Vary the planes of the exterior walls in depth and/or direction. Wall planes should not run in one continuous direction for more than 50 feet without an offset.

- ❖ Vary the height of the building so that it appears to be divided into distinct massing elements.
- ❖ Articulate the different parts of a building's façade by use of color, arrangement of façade elements, or change in materials.
- ❖ Use landscaping and architectural detailing at the ground level to lessen the impact of an otherwise bulky building.
- ❖ Avoid blank walls at the ground floor level. Utilize windows, trellises, wall articulation, arcades, change in materials, or other such features.



Step back portions of the building to break up wall planes and add visual interest



Use variable roof shapes and heights

b. Scale

Scale, for purposes here, is the relationship between building size and the size of adjoining permanent structures. It is also how the proposed building's size relates to the size of a human being. Large scale building elements will appear imposing if they are situated in a visual environment of a smaller scale.

1. Building scale can be reduced through window patterns, structural bays, roof overhangs, siding, awnings, moldings, fixtures, and other details.
2. The scale of buildings should be carefully related to adjacent pedestrian areas (i.e. plazas, courtyards) and buildings.
3. Large dominating buildings should be broken up by: 1) creating horizontal emphasis through the use of trim; 2) adding awnings, eaves, windows, or other architectural ornamentation; 3) use or combinations of complementary colors; and 4) landscape materials.

c. Color

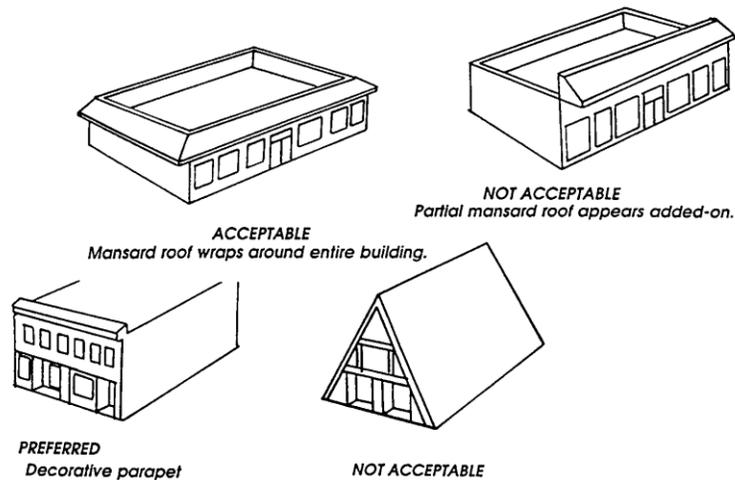
Much of the existing color in Temple City is derived from the building's primary finish materials such as brick, wood, stucco, and terra cotta tile. Also dominant are the earth tones that match these natural materials.

1. Large areas of intense white color should be avoided. While subdued colors usually work best as a dominant overall color, a bright trim color can be appropriate.
2. The color palette chosen for a building should be compatible with the colors of adjacent buildings. An exception is where the colors of adjacent buildings strongly diverge from these design guidelines.
3. Wherever possible, minimize the number of colors appearing on the building exterior. Small commercial buildings should use no more than three colors.

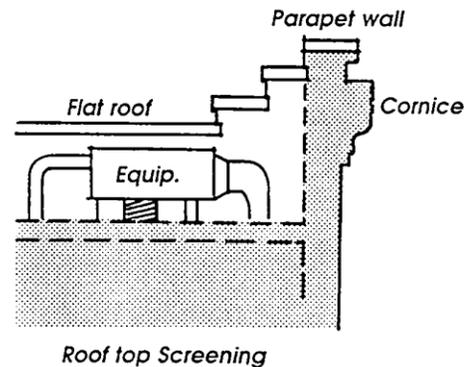
4. Primary colors (red, blue, yellow) should only be used to accent building elements, such as door and window frames and architectural details.
5. Architectural detailing should be painted to complement the façade and tie in with adjacent buildings.

d. Roofs

1. The roofline at the top of the structure should not run in a continuous plane for more than 100 feet without offsetting or jogging the roof plane.
2. Nearly vertical roofs (A-frame) and piecemeal Mansard roofs (used on a portion of the building perimeter only) are strongly discouraged. Mansard roofs, if utilized on commercial structures, should wrap around the entire building perimeter whenever possible.



3. All rooftop equipment should be screened from public view by screening materials of the same nature as the building's basic materials. Mechanical equipment should be located below the highest vertical element of the building.
4. The following roof materials are not generally acceptable:
 - ◆ Corrugated metal
 - ◆ High contrast or brightly colored glazed tile
 - ◆ Highly reflective surfaces
 - ◆ Illuminated roofing



e. Awnings

The use of awnings along a row of contiguous buildings should be restricted to awnings of the same form and location. Color of the awnings can vary, and a minimum 8-foot vertical clearance to the sidewalk below is required.

1. The awning should be well maintained, washed regularly, and replaced when frayed or torn.
2. Signs on awnings should be painted on the awnings themselves and should be restricted to the awning's flap (valance) or to the end panels of angled, curved, or box awnings. In shopping centers with more than two tenants, awning signs are allowed only as a coordinated program.
3. Plexiglas, metal, and glossy vinyl illuminated awnings are discouraged. Canvas, treated canvas, matte finish vinyl, and fabric awnings are desirable.
4. Internally illuminated awnings are not encouraged; however, a consistently designed illuminated awning program for a shopping center will be reviewed on a case-by-case basis. No signs will be allowed on the shed portion of the awning in this case.
5. Care should be taken so that awnings do not obstruct the view to adjacent businesses.



f. Lighting

Lighting should be used to provide illumination for the security and safety of non-site areas such as parking, loading, pathways, and working areas. Average maintained footcandles should be a minimum of 1 footcandle. Higher levels are expected in heavily used pedestrian areas such as the rear parking lots behind storefronts on Las Tunas Drive.

1. The design of light fixtures and their structural support should be architecturally compatible with main building on-site.
2. As a security device, lighting should be adequate but not overly bright. Tall lights over twenty feet in height should be avoided. All building entrances should be well lit.
3. All lighting must be shielded to confine light spread within the site boundaries.

3. General Site Planning Guidelines

Placement of buildings should consider the existing built context of the area, as well as the designated district within the Specific Plan and that district's characteristics. The location of any incompatible land uses, the location of major traffic generators, and an analysis of a site's characteristics and particular influences should also be considered.

a. Building Location

1. Buildings should be sited in a manner that will complement adjacent buildings. Building sites should be developed in a coordinated manner to provide order and diversity and avoid a jumbled, confused development.

2. Clustering three or more buildings in a shopping center provides opportunities to create plazas or pedestrian malls and prevents long “barrack-like” rows of buildings. When clustering is impractical, a visual link between separate buildings should be established. This link can be accomplished through the use of an arcade system, trellis, or other open structure and textured walkways.
3. Locate buildings and on-site circulation systems to minimize pedestrian / vehicle conflicts where possible. Link buildings to the public sidewalk where possible with textured paving, landscaping, and trellises.

b. Open Space

4. Recognize the importance of spaces between buildings as “outdoor rooms” on a shopping center site. Outdoor spaces should have clear, recognizable shapes that reflect careful planning and are not simply “left over” areas between buildings. Such spaces should provide pedestrian amenities such as shade, benches, fountains, etc.
5. Open space areas should be clustered into larger, predominantly landscaped areas rather than equally distributed into areas of low impact such as at building peripheries, behind a structure, or areas of little impact.

c. Other

6. Creation of mid-block pedestrian alleys are encouraged throughout the Specific Plan area, particularly along Las Tunas Drive and within the City Center Commercial, West Commercial and Gateway Commercial Districts.
7. Loading facilities should not be located at the front of commercial buildings where it is impossible to screen them from view. Such facilities are more appropriate at the rear of the site where special screening may not be required.

4. General Parking and Circulation Guidelines

Although parking availability is a concern throughout the Specific Plan area, greater accessibility and efficiency of existing parking can be accomplished through more effective parking lot design. Parking lot design can also be a critical factor in the success or failure of a commercial use. In considering the possibilities for developing a new parking area, a developer (or his/her architect) should analyze the following: 1) ingress and egress with consideration to possible conflicts with street traffic; 2) pedestrian and vehicular conflicts; 3) on-site circulation and service vehicle zones; and 4) the overall configuration and appearance of the parking area.

a. Separation

1. Separate vehicular and pedestrian circulation systems should be provided. Pedestrian linkage between uses in commercial developments should be emphasized, including distinct pedestrian access from parking areas in large commercial developments, such as shopping centers.
2. Parking should be separated from pedestrian circulation routes whenever possible.

b. Access

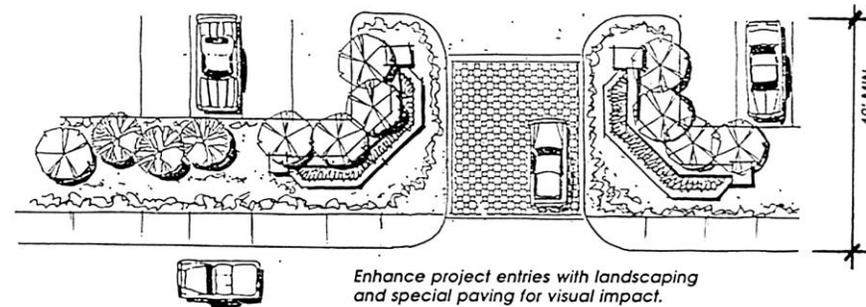
1. Common driveways, which provide vehicular access to more than one site, are encouraged particularly where development occurs on narrow lots fronting on Las Tunas Drive.
2. Shared access and parking between adjacent businesses and/or developments is highly encouraged. The opportunity to increase access and parking efficiency exists throughout the Specific Plan area, and particularly along Temple City Boulevard where adjacent rear parking areas lack coordination of circulation and access.

3. Whenever a development proposal fronts onto Las Tunas Drive, locate site entries on side streets or utilize alley access in order to minimize vehicular conflicts. When this is not possible, design the Las Tunas Drive entry with appropriately patterned concrete or pavers to differentiate it from the sidewalks.
4. Parking access points, whether located on front or side streets, should be located as far as possible from street intersections so that adequate vehicle stacking room is provided. The number of vehicular access points should be strictly limited to the minimum amount necessary to provide adequate circulation.

c. Parking

1. Angled parking is preferred over 90 ° parking, especially for uses with rapid parking space turnover (3/hour).
2. Parking areas should be separated from buildings by either a raised concrete walkway or landscape strip, preferably both. Situations where parking spaces directly abut the buildings should be avoided.
3. Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to walk between parked cars or to cross parking aisles and landscape areas.
4. Parking areas, which accommodate a significant number of vehicles, should be divided into a series of connected smaller lots. Landscaping and offsetting portions of the lot are effective in reducing the visual impact of large parking areas.

5. The first parking stall which is perpendicular to a driveway or first aisle juncture, should be at least 40 feet back from the public street curb. With larger commercial centers, significantly more setback areas may be required for vehicle stacking.



5. General Landscaping Guidelines

Landscaping for commercial uses should be used to define specific areas by helping to focus on entrances to buildings, parking lots, defining the edges of various land uses, providing transition between neighboring properties (buffering), and providing screening for loading and equipment areas.

a. Design Principles

1. Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals.
2. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Concrete mow-strips separating turf and shrub areas should be provided whenever appropriate.

3. Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.
4. Vines and climbing plants integrated upon buildings, trellises, and perimeter garden walls are strongly encouraged. A few plants to consider for this purpose are; bougainvillea, grape ivy, and wisteria vines.

b. Trees

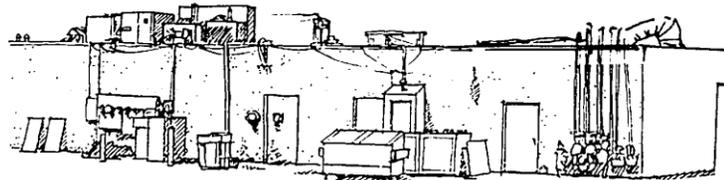
1. Trees should be located throughout the parking lot and not simply at the ends of parking aisles or in setback areas. In order to be considered within the parking lots, trees must be located in planters that are bounded on at least 3 sides by parking area paving. Only trees located in landscaped “fingers” or “islands” will count towards parking lot landscaping.
2. At maturity, trees should be able to be trimmed at least 10 feet above ground and shrubs should be maintained at a maximum height of three feet to provide visibility into the site.

6. Screening Wall and Fence Guidelines

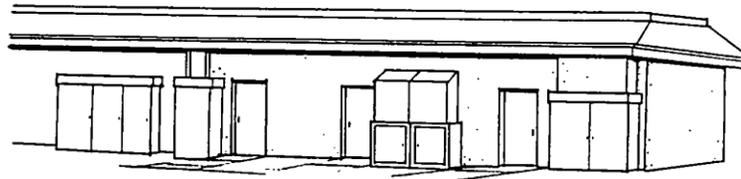
a. Storage

1. Where walls are used at property peripheries, or screen walls are used to conceal storage and equipment areas, they must be designed to blend with the site’s architecture. Landscaping should be used in combination with such walls whenever possible.
2. Screening for outdoor storage at the rear of commercial sites should be a minimum of 6 feet and a maximum of 8 feet high. The height should be determined by the height of the material or equipment being screened. Exterior storage should be confined to portions of the site least visible to public view.

3. Any roof mounted mechanical or utility equipment shall be screened. The method of screening should be architecturally integrated in terms of materials, color, shape, and size. The screening design should blend with the building design.
4. Where individual equipment is provided, a continuous screen is desirable.
5. Wherever possible, building screening should be accomplished by primary building elements (i.e. parapet wall or Mansard roof) instead of after-the-fact add-on screening.



Unshielded rooftop equipment and utilities are strongly discouraged.



Screened rooftop equipment and screened utility meters are encouraged.

b. Security

1. Chain link fence is not acceptable where visible from public streets. When security fencing is required, it should be a combination of solid walls with pillars and decorative view ports, or short solid wall segments and wrought iron grill work.

7. General Sign Guidelines

Signs are an important part of the Downtown Specific Plan area because they help customers find the stores they are looking for. However, it should not be their purpose to advertise. When too many signs appear along Las Tunas Drive, they compete for attention with one another, and their effectiveness as “business-identifiers” is greatly reduced.

The following general sign design guidelines should be considered in addition to any specific requirements listed under the district guidelines section of this Specific Plan.

a. Design Principles

The following design principles should be consulted prior to developing signs for any project.

1. Use a brief message

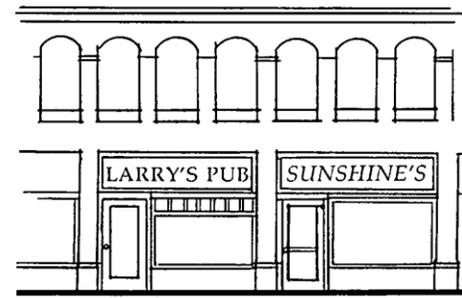
The fewer the words, the more effective the sign. A sign with a brief, succinct message is simpler and faster to read and looks more attractive. Sign text should be limited to the name of the business.

2. Use signs to establish façade rhythm

On buildings that have plain facades, signs can establish rhythm, scale, and proportion if placed in a consistent manner.



These signs block building elements and create a chaotic image.



These signs complement the building form creating a more orderly appearance.

3. Consider the proportions of the building

Within a building façade, a sign may be placed in different areas. A particular sign may fit well on a plain wall area, but would overpower the finer scale and proportion of the lower storefront. A sign which is appropriate near the building entry may look tiny and out of place above the ground level.



Letters take up too much of the sign area



Letters occupy approx. 75% of the sign area (max.)

4. Consider the proportions of letter area

If letters take up too much sign area they will be harder to read. Large letters are not necessarily more legible than smaller ones. A general rule is that letters should not appear to occupy more than 75% of the sign panel area. Minimum letter size should be 9", except for directory signs.

5. Address identification

Signs, especially free-standing signs, should include the address of the business or commercial center, whenever appropriate. Number size should be 5" minimum.

6. Avoid faddish typefaces

Such typefaces may look good today, but soon go out of style. The image conveyed may soon become that of a dated and unfashionable business.



Discourage typefaces which are hard to read



Utilize simple serif or sans serif alphabet



Avoid comby alphabets

7. Avoid signs with strange shapes

Signs that are oddly shaped can restrict the legibility of the message. If an unusual shape is not symbolic it is probably confusing.

b. Walls, or Fascia Sign Guidelines

1. Provide logical space for signs

All commercial buildings should provide space for the logical and integrated placement of signs.

2. Make signs complementary

Within any development where there is more than one sign, all signs should be complementary to each other in the following ways:

- ◆ Type of construction materials (cabinet, sign face, supports, etc.)
- ◆ Color or copy and background
- ◆ Method used for supporting sign
- ◆ Shape and sign and related components

3. Lighting methods

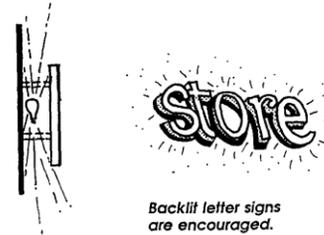
Direct and indirect lighting methods are allowed provided that they are not harsh or unnecessarily bright.

4. Can-type signs

The use of can-type signs with translucent backlit panels are strongly discouraged. Panels should be opaque if a can-type sign is used and only the lettering should appear to be illuminated.

5. Backlit letter signs

The use of backlit individually cut letter signs is strongly encouraged.



6. Exposed raceways discouraged

Exposed raceways behind individual letter signs tend to emphasize the mechanics of the sign rather than the message and are, therefore, discouraged. Buildings should be designed to conceal electrical raceways.



7. Remove brackets and patch holes

When existing signs are removed or replaced, all brackets, poles, and other supports that are no longer required should be removed. Any holes that remain should be patched and painted to match the surrounding portion of the building or sign support structure.

D. SPECIFIC DISTRICT GUIDELINES

1. Las Tunas East, West and Gateway Commercial District Guidelines

a. Introduction

The design guidelines in this section are applicable only within the Las Tunas East, West and Gateway Commercial Districts as outlined on the District Map (Page III-3). The development vision for these districts proposes both proportional and vertical architecture in the Las Tunas East Commercial District and a mixture of street adjacent buildings and buildings with front oriented parking. The guidelines in this section relate to the physical appearance and configuration of the multi-story buildings in the Las Tunas East, West and Gateway Commercial Districts.

These guidelines are to be utilized in combination with the general standards set forth in the preceding General Design Guidelines section. In the event that the guidelines for the particular district conflict with those of the general design guidelines, the specific Las Tunas East, Las Tunas West and Gateway Commercial District Guidelines shall take precedence.

b. Specific Architectural Guidelines

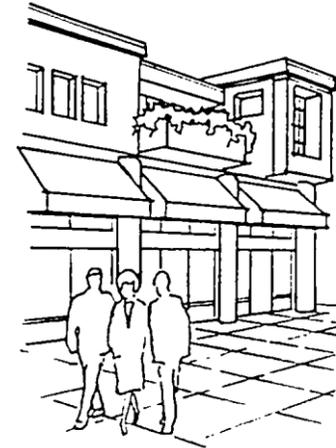
The aspects of a building, which define its appearance include numerous elements, which are addressed by these guidelines including height, mass, shape, scale, and materials.

1. Height / Massing

- a. Buildings should be designed so that the height and massing contribute to the human-scaled pedestrian walkways and major public spaces such as plazas.



Inappropriate monumental scale



Appropriate human scale

- b. Overly scaled elements, which give the appearance of massiveness and great bulk are generally undesirable. The emphasis in the Las Tunas East Commercial District is on mixing proportional elements with vertical elements to maintain a moderate scale throughout. The emphasis in the Las Tunas West and Gateway Commercial District is more on horizontal structures.

- c. There are several ways to reduce the appearance of excessive bulk in large buildings. A combination of the following design elements should be used on all buildings, but particularly on buildings which are 3 stories or more within the Las Tunas East, West and Gateway Commercial Districts:
- ◆ Vary the planes of the exterior walls in depth and/or direction.
 - ◆ Vary the height of the building so that it appears to be divided into distinct massing elements.
 - ◆ Articulate the different parts of a building by use of color, arrangement of façade elements, or change in materials.
 - ◆ Use landscaping and architectural detailing at the ground level to lessen the impact of an otherwise large building.
 - ◆ Buildings which are located within 35 feet of the front property line should step back upper stories and provide sufficient articulation to avoid an overly massive look from the street frontage.

2. Building Detail

- a. The detailing of material and form should express a sense of sophistication, elegance, and strength. An otherwise ordinary form can be made interesting and expressive by the careful use of detailing and materials.
- b. Building details or elements which appear added-on are not desirable.

3. Materials

- a. The following building materials are **appropriate:**

Windows

- Transparent glass
- Lightly tinted glass
- Lightly reflective solar glass (Glass with a reflective factor of 30 percent or less).

Spandrel

- Poured-in-place or pre-cast natural concrete (sandblasted or textured)
- Concrete with light colored aggregate or a light integral color
- Painted concrete
- Metal
- Natural stone materials
- Stucco or similar materials are permitted only in areas of secondary visual importance such as soffits.
- Brick

Roofs

- Tile
- Standing metal seam
- Flat

- b. The following building materials are **discouraged:**

Windows

- Mirror glass
- Dark tinted glass

Spandrel

- Wood
- Glass
- Manufactured rock work

Roofs

- Wood shingles or shakes
- Asphalt shingles
- Added on sections of Mansard roofs

4. Roofs, Penthouses, Mechanical Screens, and Parking Structures

- a. Roof shapes and roof elements should be visually integrated into the overall building form.
- b. Flat roofs are generally most appropriate on buildings over 3 stories; however, sloped or curved forms can be appropriate for portions of roofs as a design feature, or in the case of mixed use structures where residential designs are desired on upper stories.
- c. Mechanical screens and penthouses shall be integrated within the building façade whenever possible and constructed of similar/compatible materials. Screens shall be continuous and solid.

- d. Buildings should appear free of all utility and communication devices. Satellite dishes and antennas should be ground mounted unless technically infeasible, and should be located and treated in a manner that reduces visibility from pedestrian areas, adjacent streets, and residences. All installation locations shall be noted on the architectural plans and require specific approval from the City.
- e. Parking structures should be designed according to the highest standards of quality to ensure consistency with the architecture of the main building. The following guidelines apply to the façade of the structure:
 - ◆ Parking structures should have façade and landscape design treatments which improve their exterior appearance and minimize their size.
 - ◆ Façade designs should relate to the design of the buildings which they serve, so that the materials, openings and lighting follow an integrated approach for each building complex.
 - ◆ Whenever possible, development should wrap around the parking structure to maintain a positive frontage against the street. Alternatively, the first floor of the structure could be designed to incorporate retail or other compatible uses.
 - ◆ Parking levels should be stepped or terraced to visually soften the overall mass of the structure. Spandrels must be level and uniform.

2. City Center and Temple City Commercial District Guidelines

a. Introduction

The design guidelines in this section are applicable only within the City Center and Temple City Commercial Districts, as outlined on the District Map (Page III-3). The vision for this district is small scale, pedestrian oriented, with an emphasis on service and retail commercial uses. Existing building orientation is generally sidewalk adjacent. The sidewalk adjacent orientation is required for new and infill development. Parking is located in the rear or in centrally located public lots. The architectural vision is proportional in scale with a maximum three story building height.

The guidelines in this section encourage a “**village downtown**” atmosphere with an emphasis on quality and detailed architectural elements, including specific storefront design guidelines, open space design elements such as plazas, mid-block pedestrian alleys, (applicable to new development) and pedestrian level lighting. The guidelines for this section are to be used in conjunction with the General Design Guidelines section. In the event that the guidelines for the City Center and Temple City Commercial Districts conflict with those of the General Design Guidelines, the guidelines for the City Center and Temple City Commercial Districts shall take precedence.

The primary design issues related to the City Center and Temple City Districts relate to commercial structures, which are constructed adjacent to the sidewalk or with little or no setback except for pedestrian oriented spaces. This includes issues of compatibility, relationship to surrounding structures, and maintaining the pedestrian orientation of this type of development. It is important that the continuity of the street façade be maintained. As stated in the development regulations of this Specific Plan, new developments are not allowed to set their buildings back from the sidewalk with parking in front. This arrangement would destroy the overall harmony of the street and create awkward relationships between adjacent buildings. The idea of encouraging traditional “storefronts” is an important aspect of street adjacent development.

Specific design issues associated with the City Center and Temple City Districts include:

- ◆ The need to provide interesting façade designs, especially at the pedestrian level, and avoid bland, monotonous walls with little or no relief or interest.
- ◆ The need to provide storefront entrances and windows that provide views into shops and enhance the pedestrian experience.
- ◆ The need to provide pedestrian amenities such as canopies and awnings to create shade along the sidewalk.



- ◆ The need to ensure that new development, including infill, is designed to maintain the existing pattern of street adjacent storefronts and a consistent scale of development along the street façade.
- ◆ The need to recognize that rear facades and store entrances off rear parking lots and alleys need to be treated appropriately for customer use.

b. Specific Architectural Guidelines

The following guidelines are applicable to new development, (additions or new construction) within the City Center and Temple City Commercial Districts. These guidelines are specific to these districts and supplement all applicable general guidelines.

1. Massing

- a. The characteristic proportion (relationship of height to width) of existing facades (particularly on the blocks along Las Tunas Drive) should be respected. Often a building appears less massive if the base has a break from the body by a change in materials, color, or form. A change in material often occurs in traditional storefront design by the inclusion of a bulkhead. A solid material such as ceramic tile, plaster, brick, or marble is appropriate.



- b. Whenever a new building is proposed which is much “wider” than the existing characteristic facades on Las Tunas or Temple City Blvd., the new building should be broken down into a series of approximately proportioned “storefronts” in order to maintain the rhythm and scale of the existing facades.
- c. The majority of existing buildings in the City Center and Temple City Commercial Districts are one-story. All new development should consider the scale of existing buildings in the district and how they relate to the street. Buildings designed with 3 stories or more should provide upper story setbacks, as well as horizontal and vertical articulation to maintain a compatible scale with surrounding one-story buildings.

2. Scale

- a. The scale of building elements on the lower façade should relate to the pedestrian scale. This can be achieved in a number of ways including: using smaller panes of glass in windows; small scaled materials such as tile or glass block; integration of canopies and awnings; attention to the height and width of entries; choice of colors and textures to reinforce an intimate pedestrian scale; and careful sizing, placement, and overall design of signage.
- b. Maintain the predominant difference between a building’s upper story openings and the storefront or street level openings (windows and doors). Usually, there is a much greater transparent or glazed open area at the storefront level for pedestrians to have a better view of the merchandise displayed behind.



Arcades and pedestrian walkways are encouraged along building base.

- c. Whenever an infill building is proposed, attempt to maintain the characteristic proportion and spacing of openings between new construction and existing buildings.

3. Horizontal Rhythms

- a. New construction should consider the common horizontal elements found among neighboring structures and utilize a smaller rhythm.
- b. The use of canopies or awnings is strongly encouraged to establish a shared storefront rhythm, especially when existing storefront designs are highly divergent.
- c. New development height should “transition” from the height of existing adjacent development to the maximum height of the proposed building.

4. Architectural Styles

While a specific architectural style is not required of a new building development in any of the Specific Plan Districts, architects may want to consider some of the most desirable styles. The following architectural styles are **appropriate** in the City Center and Temple City Districts of the Downtown Specific Plan.

- ◆ Early California
- ◆ Mission Style
- ◆ Monterey Style
- ◆ Modern
- ◆ Streamline
- ◆ Commercial Vernacular
- ◆ Mediterranean
- ◆ Victorian
- ◆ Showcase Storefront Building

The following architectural themes or prototypes are strongly **discouraged** in the City Center and Temple City Commercial Districts of the Downtown Specific Plan.

- ◆ Glass cube/super contemporary
- ◆ Pueblo
- ◆ Log cabin
- ◆ Barn
- ◆ Medieval castle
- ◆ Ghost town
- ◆ Danish/tudor
- ◆ A-frame
- ◆ Wild West

5. Building Materials

Recommended building materials in the City Center and Temple City Districts include the following:

Base

- ◆ Ceramic tile
- ◆ Cut stone
- ◆ Plaster (lightly troweled, sand, or smooth finish)
- ◆ Concrete (no heavy texture)
- ◆ Brick masonry
- ◆ Marble

Body / Walls

- ◆ Plaster (lightly troweled, sand, or smooth finish)
- ◆ Brick masonry
- ◆ Concrete block (no split face)
- ◆ Glass block
- ◆ Concrete (no heavy texture)
- ◆ Wood and clear glass storefront
- ◆ Aluminum and clear glass storefront
- ◆ Wood, steel, or aluminum doors and windows with clear glass
- ◆ Canvas awnings

Roof

- ◆ Barrel, “S”, or flat concrete or clay tile roofing
- ◆ Slate or slate appearing roofing
- ◆ Class “A” composition roofing
- ◆ Plaster cornices
- ◆ Cast stone cornices

The following materials are **discouraged** in any portion of a building:

- ◆ Highly reflective or opaque glass
- ◆ Imitation stone or masonry
- ◆ Heavily textured plaster
- ◆ Rough sawn wood siding, wood shakes, shingles, or board and batten
- ◆ “Pecky” cedar
- ◆ Corrugated fiberglass or metal
- ◆ Imitation wood siding or plywood siding

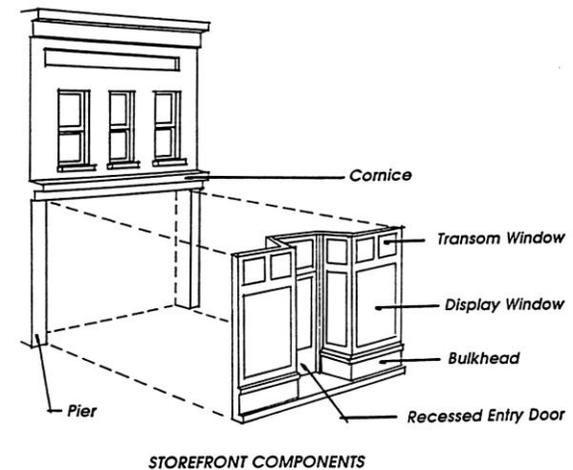
c. Storefront Design Guidelines

The following Storefront Design Guidelines emphasize the architectural elements and details of the pedestrian oriented facades, which are typical to and encouraged in the City Center and Temple City Commercial Districts.

1. Front Entrances

The entrance is one of the most important parts of the building façade and should be easily identifiable. The customers should be invited into the stores by a pleasant entry.

- a. Doors and entryways should follow a traditional storefront design and should be designed in accordance with the architectural style of the building.



- b. Simple door details such as a handsome brass door pull, kickplate, or attractive painted sign can make an entry special.
- c. Entrances can add a vertical element to break-up and add interest to the façade of a building.
- d. Selective use of tree planting and other landscaping can subtly improve a rear façade.
- e. Refuse containers and service facilities should be screened from view.

2. Windows

Windows as an architectural element are of critical importance to the storefront design. Windows create a visual rhythm of building openings, as well as a visual image of interior.

- a. When considering new window replacement, it is important to relate the proposed design to the façade theme of the whole block. A “package-design” used to portray a corporate image as in the case of many large national franchised stores often does not fit the existing small scale street theme. Colonial windows, for example, with small frames, however attractive, can disrupt the continuity of a block façade, which is entirely composed of large plate glass windows.
- b. Use clear glass (88% light transmission) on the first floor. Tinted glass allowing a minimum of 50% light transmission will be considered only for use in second floor windows and above and on an individual case basis. The use of reflective glass is prohibited on the first floor.
- c. Storefront windows should be as large as possible and no closer than 18” to the ground. By limiting the bulkhead height, the visibility to the storefront displays and retail interior is minimized. Maximum bulkhead heights for new construction should be 36”. Minimum height should be 18”. Existing buildings are encouraged to retrofit within these heights.
- d. Air conditioning units placed in windows or above door entries on the primary façade are strongly discouraged.
- e. Permanent, fixed security gates over windows or storefronts are strongly discouraged.
- f. If there are taverns, bars, or private offices in storefronts, blinds or café curtains can be used for privacy and do not detract from a traditional storefront appearance.

3. Awnings

Awnings can be an important part of the body of the building. They add color and can reduce the impression of height at the first floor by adding a horizontal element at 8 feet above ground level.

- a. Awning design at both the ground level and upper floors should be sensitive to the overall façade of the building.
- b. The size, scale, and color of the awning should be compatible with the rest of the building; the awnings should not be the predominant element of the façade.
- c. Breaking an awning at the vertical divisions of the building, such as the break between the display windows and the entrance, is encouraging to relieve a long monotonous appearance.
- d. When there are several businesses in one building that has awnings, different colored awnings may be used, provided they are coordinated in trim, and form. An alternative would be awnings of the same color with simple signs on the valance that vary in type style and color to differentiate the individual businesses within the building.

4. Storefront Accessories

Storefront accessories include a variety of design elements that enhance the overall look of the building. The following guidelines should be considered for storefront accessories to insure that they contribute rather than detract from the specific architectural style.

- a. Permanent security bars (defined as those clearly visible and fixed to windows or the façade), window air conditioning units on the first floor and permanent flags are discouraged.
- b. Electronic security systems are recommended over security bars or grilles.

- c. Mechanical appurtenances attached to building facades, such as the mechanical equipment for an automatic retractable security grille, must be concealed by placement under an awning (when available) or enclosed by a housing that is in proportion with the building's architecture and painted a color in keeping with the façade colors.
- d. Storefronts can have simplified bulkheads in similar or smooth materials. Glass bulkheads that retain a horizontal framing bar at their top are strongly discouraged.

d. Rear Entrances/Facades

The provision of public entrances at the rear of buildings in the City Center and Temple City Commercial Districts is an important design feature that is strongly encouraged. This is especially true of the rear entrances that face the pedestrian mall and public parking lots behind the buildings that front on Las Tunas Drive. These guidelines should be considered by anyone considering rear façade improvements and especially by applicants seeking assistance under the Façade Renovation Incentive program (refer to Chapter IV,F, “Development Incentive Bonuses”).

- 1. Signs should be modestly scaled to fit the casual visual character of the alley.
- 2. A canvas awning can soften rear facades and provide a pleasant protected space.
- 3. Unsightly utility lines and meter boxes should be located away from the rear entrance or appropriately screened.
- 4. Special lighting should be modest and should focus on the entry door.
- 5. Selective use of tree planting and other landscaping can subtly improve a rear façade.
- 6. Refuse containers and service facilities should be screened from view.



Rear entry treatment should reflect the front facade treatment. Add pedestrian scale amenities such as display windows, awnings, wood and glass doors and surface paving.

E. COMMERCIAL FAÇADE RENOVATION GUIDELINES

1. Introduction

Remodels and upgrades to existing storefronts and structures are encouraged throughout the Specific Plan area, especially within the City Center and Temple City Commercial Districts, as a method of maintaining the original downtown character and promoting economic vitality.

The Design Guidelines for commercial renovation are intended to provide guidance for the remodeling or upgrading of existing structures. Any alteration or additions to existing buildings will be subject to plot plan approval in accordance with the provisions of Chapter 1, Part V of the Zoning Code.

When planning an upgrade or remodel, careful consideration should be given to the existing building architecture and character. Generally, these elements should not be changed unless a complete building renovation can successfully develop a new architectural style or character. It is also important to consider the surrounding buildings' architecture and character. Tacked-on versions of faddish architectural styles can destroy a building's character and go out of style all too soon.

2. Doors and Windows

a. Replacing Doors and Windows

The replacement of existing doors and windows is often an excellent way to up-date the appearance of an older building. When considering new windows and doors, it is important to relate the proposed design to the overall architectural style of the building and to a lesser extent the façade designs of adjacent buildings. If window replacement is required, the replacement should match the original window. Replacement windows should always fill the entire opening and duplicate the original patterns.

b. Avoid Complicated / Cute Designs

Door and window designs should be kept simple, with a contemporary style. If the original design is not known, use a simple wood and glass door of traditional commercial design.

c. Aluminum Frames

Aluminum framed doors and windows should have a dark anodized finish or be painted to compliment the wall color. Bare aluminum frames are discouraged except in the City Center and Temple City Commercial Districts.



Window and door placement duplicate original pattern.

d. Bulkhead Height

Desired bulkhead height should be 24 inches unless the building is an office use; then 36-40 inch high bulkheads are appropriate.

e. Do Not Cover Doors and Windows

Door and window openings should not be removed or covered over as a result of remodeling unless it is absolutely necessary to accommodate interior alternations. If interior privacy is required, use curtains or blinds to block the view, but do not paint out or board up windows. Entrances to each individual building (even when one business has expanded to include several buildings) should be retained.

3. Roofs

a. Renovation of Flat Roofs

Renovation of existing single-story buildings with flat roofs should include installation of Mansard or “shed” roofs on all elevations to give the building an updated appearance and to screen any roof-mounted equipment. Newly designed parapet walls are strongly encouraged.

b. Roofing Materials

Roofing materials should consist of clay tiles, concrete tiles, or shakes, or heavy architectural composition shingles. Lightweight composition shingles and roll-type materials are not desirable. The color of roofing materials should be natural or neutral (tan, brown, gray); brightly colored materials are generally not appropriate.

4. Building Materials

a. Design Elements and Materials

New design elements and materials that alter the architectural character of the building should be avoided. Especially avoid introducing new materials to the front façade that are different or incompatible with materials on the rest of the building.

b. Retain Original Materials

Original exterior materials such as brick, stucco, stone, tile, glass, and wood should be retained and repaired when necessary. If such materials have been removed during a previous remodeling, they should be replaced.

c. Remove Inappropriate Materials

Inappropriate materials and elements that may have been added in an earlier remodeling should be removed. These include aluminum siding, plywood, false fronts, or natural (clear or unpainted) wood siding, and other such materials.

5. Additions to Buildings

a. Building Additions

Additions to existing buildings should be designed to be integrated with the existing building. The new addition should match the original in terms of scale, architectural details, window and door styles and openings, roof line, materials, color, and other aspects of design.

b. Renovate Entire Building

Where a “newer look” is desired for the addition than that found on the original building, the entire building should be renovated to achieve a single, coordinated appearance.

6. Awnings

a. Awnings Can Update Appearance

The addition of fabric awnings over doors and windows is a fairly simple way to update the appearance of a building and add color and visual interest.

b. Awnings Should Relate To Building

The design of awnings should relate to the overall façade on which they are to be placed in terms of size, shape, scale and color. See awning guidelines in the general architectural and commercial guidelines section of this Specific Plan.

7. Renovating Rear Facades

a. Overview

Where parking areas and alleys exist or are planned behind buildings, the rear façade can become an important functional as well as visual element and should be given proper attention during any renovation efforts.

b. Renovate Rear Facades

Rear facades should be designed to be consistent with the architectural style of the building and the design of the primary façade, but should not be “over-improved.” Rehabilitation of the rear façade may introduce accessory elements typical of the main façade (such as awnings or light fixtures), but should not attempt to replicate storefronts or to add decorative embellishments typically found only on the main façade.

c. Rear Entrances

Direct entrances to shops through the rear facades should be provided to encourage pedestrian activity and to separate walk areas from vehicular traffic.

d. Provide Entry Signs

Signs should be used at rear entrances to encourage their use, but they should be kept modest in scale.

e. Use Awnings

The use of awnings, if consistent with the front façade, is encouraged to identify entrances and to add visual interest at rear doors and windows.

f. Provide Landscaping

For landscape improvements to existing buildings, the use of potted plants and raised planters should be considered where paving and lack of irrigation may prevent normal landscape methods.

g. Provide Lighting

Lighting should be added to rear facades to create a pleasant and safe nighttime environment.

h. Provide Screening

Abandoned pipes, conduits, wires, and signs should be removed, and any anchor holes patched to match adjacent surfaces. All remaining utility connections and equipment should be screened.

8. Signs

a. Overview

Whenever a building renovation program is being proposed, consideration should also be given to the development of a new sign program. Any new signs should conform to the development regulations of this Specific Plan.

b. Sign Replacement

If 50% or more of existing signs in a development are to be replaced at one time, the remainder of the signs should also be replaced at that time in accordance with an approved sign program.

c. Replacement of Tenant Signs

Within multiple tenant centers, as signs are replaced they should be brought into conformance with the sign design guidelines and development regulations in this Specific Plan. When 50% of the tenant signs have been replaced, the remainder of the signs should also be brought into conformance with the design guidelines and development regulations.

9. Examples of Renovation Approach

The “before and after” photos and illustrations on the following pages provide examples of how the various design guidelines provided in this chapter can be applied within one specific block along Las Tunas Drive in the City Center District. This example is intended to provide only one alternative of how this particular block might be renovated with a modern streamlined architectural style. Other combinations of design elements may also be appropriate and individual designers / architects are encouraged to explore a number of possible solutions.

F. DESIGN CONSIDERATION FOR SPECIAL USES

1. Introduction

The design guidelines in this section cover specific uses and building types, which because of the unique design issues associated with them, require special attention. The following special guidelines supplement the more general commercial guidelines presented previously and should be considered in conjunction with them for applicable projects. Specific uses and building types covered in this section are:

- ◆ Automobile related uses
- ◆ Drive-through or drive-in businesses

2. Automobile Related Uses

a. Design Issues

There are two basic forms of automobile uses that these guidelines are meant to address. The first consists of simple service stations. The second type covers automobile maintenance and repair establishments.

The primary design issues concerning these uses relate to the need to screen, or otherwise hide from public view, some of the more unattractive repair and storage operations that take place at automobile related uses. Another issue more specifically associated with gasoline service stations is the need to accommodate site ingress and egress safely and efficiently because of the large number of turning movements these uses generate.

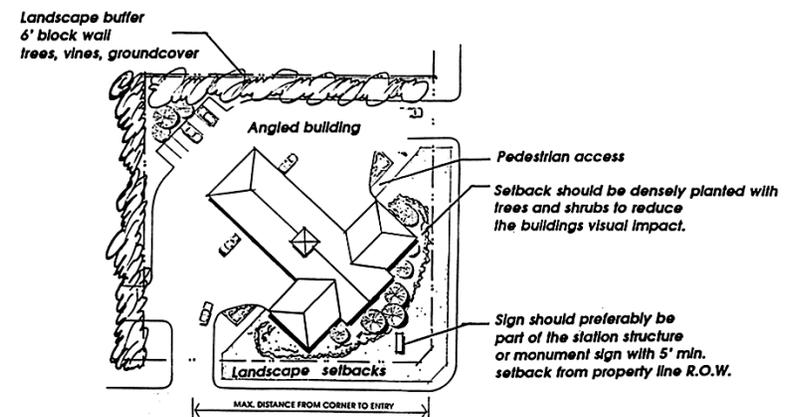
b. Architectural Treatment

1. Automotive use structures should incorporate full roof treatments with moderate pitch, varied parapet height and complete screening of mechanical equipment.

2. Architectural treatments should conform to the General Commercial Design Guidelines of this Specific Plan.
3. Pump island canopies should be architecturally treated and should be designed as part of the station structure itself and also incorporate full roof treatments.
4. Service stations should incorporate façade material to produce texture and to provide interest. Such materials include, but are not limited to, split face block, brick, slumpstone, clapboard, textured block or stucco. Painted metal siding is discouraged unless integrated.
5. All automotive repair bays should be provided with roll-up doors (or similar) with all operating mechanisms located on the interior of the structure.

c. Site Planning

1. Service stations should be oriented away from the major street, placing any bay door opening on the rear of the structure facing away from public streets.
2. Automotive maintenance and repair facilities should orient service bay door openings away from public streets and any main parking facilities, especially if located in a commercial center.
3. Curb cuts should be limited to one per street for corner locations, or two per street for mid-block locations.
4. Curb cuts should be placed as far from intersections as possible.
5. Curb cuts on the same street should be placed at least 25 feet apart.



3. Drive-through or Drive-in Businesses

a. Design Issues

This section establishes guidelines for development of businesses which rely on drive-through or drive-in patronage. Such businesses include, but are not limited to, fast food restaurants, banks, savings and loans, and car washes.

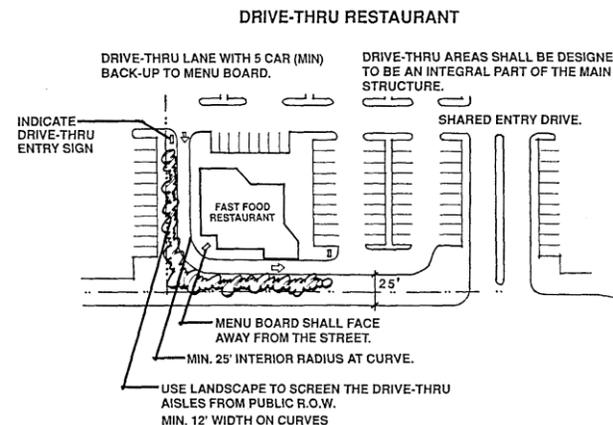
The major design issues related to these types of establishments are site plans that promote efficient vehicular access and on-site circulation, while adequately buffering adjacent uses.

b. Architectural Treatment

Drive-through facilities should review the General Commercial Architectural Guidelines for this Specific Plan.

c. Site Planning

1. Drive-through aisles should provide adequate on-site queuing distance to accommodate 5 cars before the first stopping point (e.g. menu board, teller window).
2. Drive-through aisles should have a minimum 25-foot interior radius for any curves.



VI. STREETScape IMPROVEMENTS

A. INTRODUCTION

One of the important objectives of the Downtown Specific Plan is to enhance the special aesthetic qualities of Las Tunas Drive and Temple City Boulevard and to make this commercial area more pleasant, attractive, and functional. These objectives can largely be achieved through the implementation of streetscape improvements. However, this does not mean that a complete overhaul of the public right-of-way is necessary or appropriate. The streetscape concepts that are recommended in this section are modest and can be implemented within the existing street right-of-way.

The Streetscape Improvements section is a guidebook to be used by the City in revising its streetscape standards within the Specific Plan area; as an example for designers who have been charged with the responsibility of bringing various elements into a form; and as a manual for informing private developers of the aspirations for design quality sought by the City.

All of the streetscape design elements identified in this section will occur within the public right-of-way. However, when opportunities arise which would permit private developers to utilize the same design elements on private development sites, they will be encouraged to do so. Examples of design elements that could be integrated on private development sites include trees, paving patterns, pedestrian lighting, and street furniture.

B. OVERALL STREETScape CONCEPT

The plan for streetscape improvements reinforces one of the primary proposals of this Downtown Specific Plan – the creation of six distinct subareas along Las Tunas Drive. The City Center will be the primary focus for streetscape improvements due to its higher concentration and intensity of uses and its strong pedestrian orientation.

To complete the streetscape improvement plan, two entryway features are planned at each end of the Specific Plan area. One new city entry sign is planned at the east end of Las Tunas Drive at Baldwin Avenue. A second landscaped entry median is planned on the west end of the Specific Plan area, on Las Tunas Drive at Rosemead Boulevard.

C. GOALS OF THE STREETScape CONCEPT

The streetscape improvement plan for the Downtown Specific Plan area has been prepared to address the following goals:

- Provide an “**aesthetically pleasing environment**” which draws people to the area and will ultimately enhance property values, merchant revenues, and sales tax to the City.
- Create a unique “**sense of place**” for Temple City’s primary commercial area while reinforcing the individual identities of each of the six identified subareas.
- Maintain a “**pedestrian scale and orientation**” within the City Center and improve pedestrian circulation and amenities.
- Enhance motorists’ “**sense of arrival**” into the City’s primary commercial areas.

D. STREETScape CONCEPT PLAN

The Streetscape Concept Plan establishes the overall urban design for each of the various individual design elements (i.e. paving patterns, furniture, trees, etc.) that are proposed as streetscape improvements.

The key features of the Streetscape Concept Plan are indicated on the illustrations and include the following concepts:

1. Street Tree Improvements

Street trees shall be determined at the time of planting in conjunction with complimentary public improvements.

2. Textured Crosswalks and Street Intersection

The street intersections and crosswalks in the City Center District are strategic in that they have broad visual exposure and accommodate the circulation of both pedestrians and motorists. The Plan recommends that crosswalks at 7 intersection (full and partial) locations be treated with scored concrete paving. The special crosswalk paving will help to define and direct pedestrian circulation; define arrival into the “downtown” area for motorists; and add visual interest to the streetscape. See the Typical Intersection Design graphic for design and Streetscape Concept Map graphic for the seven intersection locations.

3. Downtown Entry Treatments

Las Tunas Drive is a major entry portal to the City and provides an opportunity to develop an entry statement that will give motorists’ a “sense of arrival” as they enter the City’s downtown. The key design elements to be provided are a landscaped median at the west end near Rosemead Boulevard and a unique City entry sign on the east end at Baldwin Avenue. See the recommended Temple City Entry Monument Sign graphic.

4. Street Furniture

In order to define a clearly recognizable and distinct City Center District within Temple City, the City finds that it is desirable to utilize unique pedestrian oriented street furniture here. These furniture items are shown on the following pages. The items shown are conceptual in nature. Final specifications should be made at the time final designs are completed for other streetscape improvements. Desirable furniture items include:

- Benches
- Tree grates
- Bollards
- Planters
- Trash receptacles

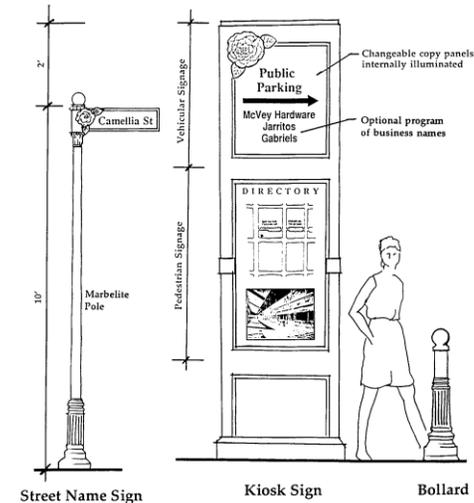
5. Public Sign Concept

In order to further define the Specific Plan area as a separate and distinct district, it is recommended that a unique public sign program be initiated. The proposed program contains two different sign types:

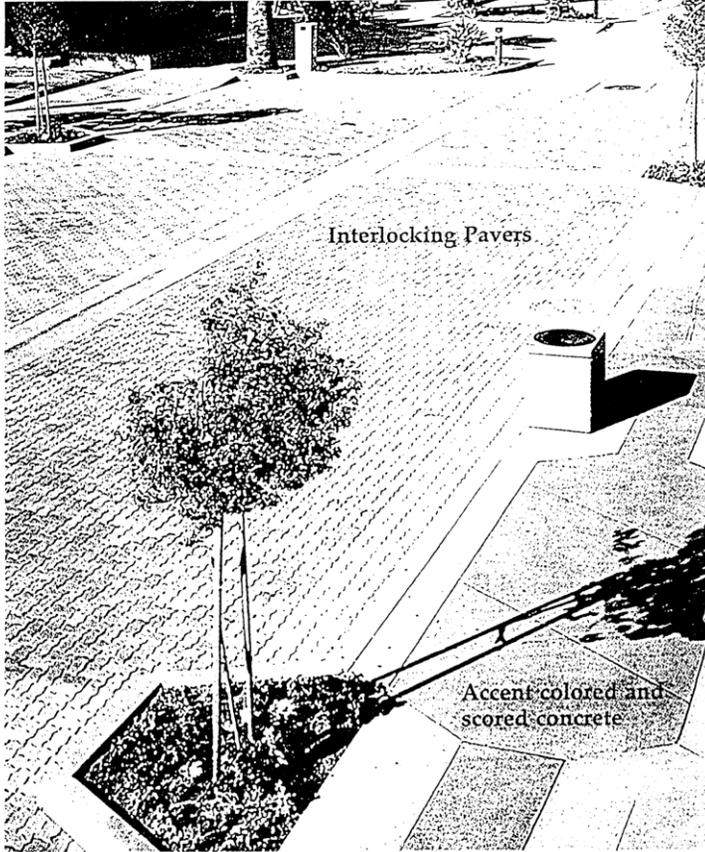
- Street name pole sign
- Information / Directory kiosk sign

The street name pole sign is recommended to replace all of the current street name pole signs currently located in the Specific Plan area. See the Street Name and Public Signage graphic.

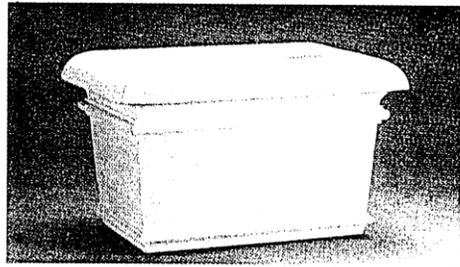
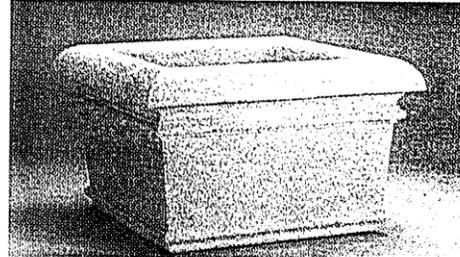
The Information / Directory kiosk sign serves multiple purposes. The upper sign panel is meant to direct vehicular travelers into public parking lots and to identify retail uses with parking lot access. The bottom panel is meant to inform and acquaint the pedestrian with all of the retail/office services in the City Center District. Illumination of the sign is highly recommended. Hardware on both signs should be painted to match.



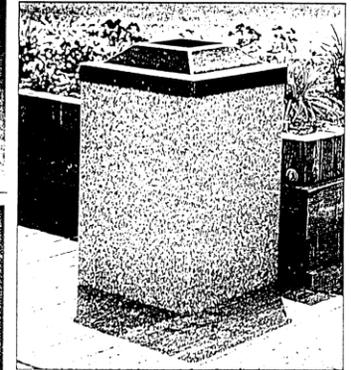
Note: The following section will contain detailed descriptions of each of the various streetscape elements (i.e. street trees, lighting, street furniture, etc.) pending preliminary approval of the overall streetscape concept plan by Staff.



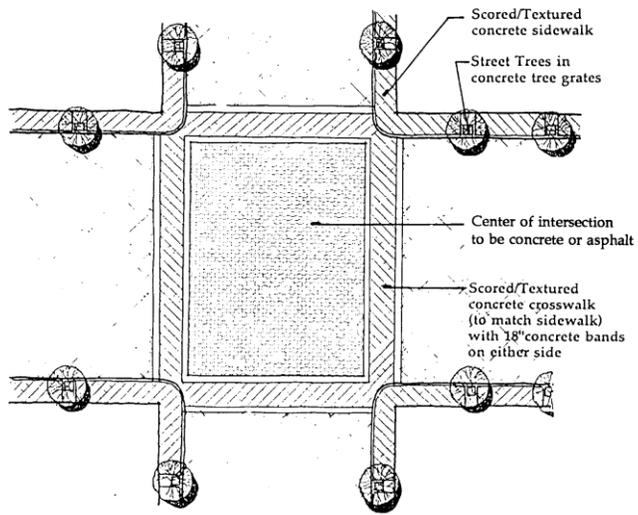
Accent Paving Examples



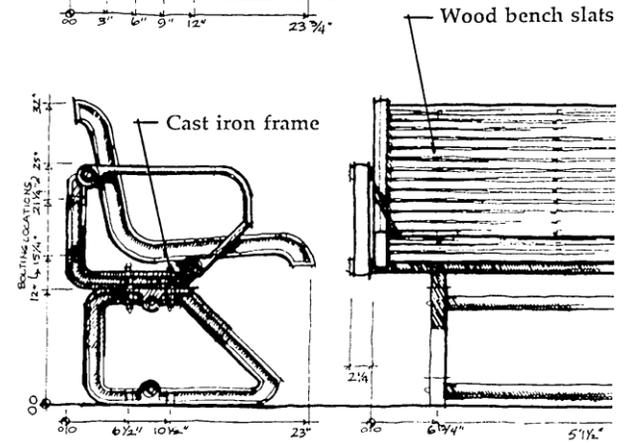
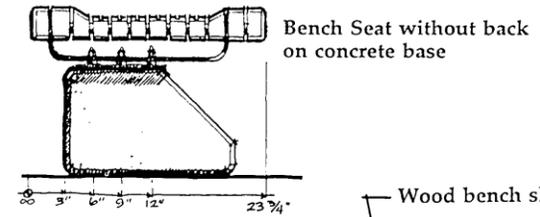
Planters



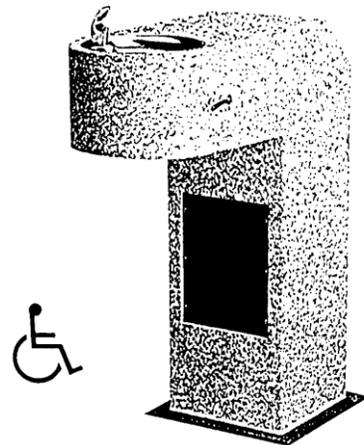
Receptacles



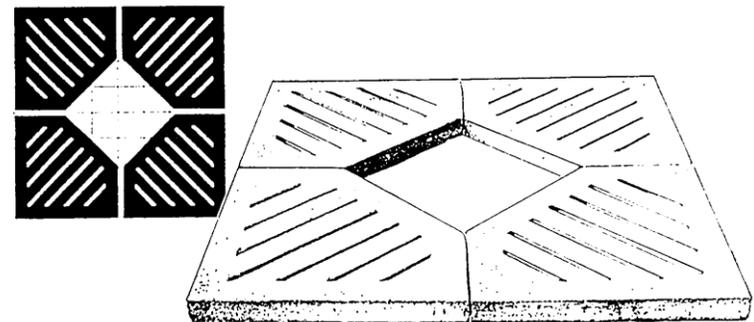
Typical Intersection Design



Benches



Drinking Fountain



Tree Grates

VII. PROPERTY MAINTENANCE

A. INTRODUCTION

Implementing the Downtown Specific Plan requires coordinated action on a number of various fronts; one major aspect for successful implementation is that of property maintenance.

B. SPECIFIC VIOLATIONS

It shall be unlawful to maintain any property, or on-site improvements, in a manner that results in any of the following conditions:

1. **Nuisances possibly dangerous to children.** The storing or allowing the storing of any abandoned or broken appliances and equipment or neglected machinery on private property or the parkway for any length of time. Any appliances, equipment, machinery, or accumulation of materials shall be removed immediately upon notification by the City.
2. **Deteriorating and defective structures.** Any and all improvements located on private property shall be presumed to be in violation of this Section if any of the following conditions exist:
 - a. Peeling paint, which is readily noticeable on the exterior of the structure;
 - b. Excessive cracked or broken stucco or other exterior covering;
 - c. Structure exteriors or interiors that are improperly maintained, neglected, or damaged, or in need of repairs (e.g., weatherproofing or insect extermination);
 - d. Broken, cracked, or missing windows or doors;

- e. Damaged, poorly fitted, or missing window screens, or screens covering vent areas (under floors, in ceilings), or damaged, poorly fitted screens for entrance or balcony doors, or deteriorated metal security doors;
- f. Roofs missing shingles, tiles, or other material used as roof composition material that is loose or unstable;
- g. Broken rain gutters;
- h. Improperly maintained awnings (awnings should be routinely cleaned and restored);
- i. Fences, walls, and gates that are not plumb and true, not in good repair, having peeling paint, broken bricks, broken mortar, cracked or broken stucco, or are not constructed of materials treated in a uniform manner;
- j. Unpainted structures experiencing dry rot, termite infestation, or warping;
- k. Any decoration, design, device, graffiti, fence, structure, or clothesline which is unsightly by reason of its condition or its inappropriate location as determined by the City; and
- l. Faulty construction materials in any improvements including those materials which are not allowed or approved by the Building Code as adopted by the City, or which have not been maintained in a good and safe condition.

3. Fire hazard. Dry, dead shrubs, dead trees, combustible refuse and waste, or any material growing or found upon public or private property, which by reason of their size, condition, manner of growth, or location constitute a fire hazard to any structure, improvements, crops, or other property, or when dry, will in reasonable probability, constitute a fire hazard.

4. Hazardous and unsanitary conditions. Accumulating, discharging, or releasing any human or animal waste material or substances, stagnant water, or any combustible or hazardous materials or substances, fluid or solid on any part of or in any structure on real property.

5. Improper parking or storage of goods, equipment, and vehicles.

Using or allowing use of any hardscape area for parking which prevents or hinders access to elevators, entrances, exits, or trash receptacles or blocks access to any structure for emergency vehicles or personnel.

The keeping or storing, or allowing the keeping or storing of boats, camper shells, inoperable vehicles, trailers, cargo containers, and other equipment for more than 72 hours in the public right-of-way without a permit, in yard areas or driveways in which storage is not allowed, where the items are not screened from view of public streets or highways.

6. Inadequate or faulty plumbing.

Lack of plumbing fixtures required by the Building Code as adopted by the City.

Plumbing which does not conform with applicable law in effect at the time of installation or which has not been maintained in good condition and free of cross connections.

7. Inadequate or hazardous electrical supply, lighting, and wiring.

Lack of required or improperly maintained electrical lighting or convenience outlets in existing residential or commercial occupancies.

Any violations of applicable conditions of the Electrical Code as adopted by reference from the Los Angeles County Codes.

Wiring that does not conform with applicable laws in effect at the time of installation or which has not been maintained in good condition and used in a safe manner.

8. Non-maintenance of landscape and hardscape.

Maintaining or allowing the maintenance of private property or parkway with a lack of adequate landscaping or ground cover sufficient to prevent blowing dust or erosion, or allowing the landscaping on private property or in a parkway to cause a hazard or inconvenience to pedestrians using the public sidewalk.

Maintaining or allowing the maintenance of any paved areas for vehicle parking and access, porches, steps, or walkways in a hazardous condition due to cracked, raised, or missing surface materials.

9. Overgrown or dead vegetation.

Overgrown or dead vegetation on private property or within parkway areas subject to utility or City easements. There shall be a conclusive presumption that vegetation is overgrown or dead if it has not been cut and trimmed, not responded to adequate watering and maintenance, or not replaced within 15 days after notification by the City that the vegetation is overgrown or dead.

10. Polluted water.

A pond, spa, swimming pool, fountain, or other body of water, which is abandoned, unattended, unfiltered, or not otherwise properly maintained, resulting in polluted or stagnant water.

11. Structural hazards.

Deteriorated, damaged, or inadequate foundations.

Defective, deteriorated, or inadequate size flooring or floor supports.

Defective, deteriorated, or inadequate size members of partitions, walls, or other vertical supports.

Defective, deteriorated, damaged, or inadequate size ceiling, roof, or other horizontal supports.

Defective, damaged, or inadequately constructed fireplace or chimney.

C. VIOLATIONS, CORRECTIONS AND PENALTIES

Property owners and/or tenants/occupants shall be notified in accordance with procedures set forth in the Temple City Municipal Code. Likewise, violations shall be abated and corrective action shall be taken in a manner set forth in the Temple City Municipal Code. Specifically, nuisances shall be abated in the manner set forth in the Temple City Municipal Code Article IV, Chapter II – Nuisances.

VIII. IMPLEMENTATION AND ADMINISTRATION

A. INTRODUCTION

Implementing the Downtown Specific Plan requires coordinated action on a number of different fronts:

- Regulatory Framework – to promote new development that will support Downtown’s economic base, to require high quality renovations and new development, and to provide for consistency between the Specific Plan and the City’s other policy and regulatory tools.
- Public Improvements – to set the stage for private sector investment.
- Downtown Promotion – to strengthen the marketability and attractiveness of Downtown businesses.

This section outlines approaches the City should undertake in these areas to achieve goals, objectives, and policies of the Specific Plan.

B. REGULATORY FRAMEWORK

The Specific Plan is a bridge between the broad land use and development policies of the General Plan and the regulating ordinances of the Zoning Code. It must be integrated with these documents to have the legal authority it requires to promote beneficial change in the Downtown Specific Plan area. Future public and private sector actions within Downtown must then comply with the Specific Plan’s goals, objectives, policies, and regulatory standards. The design guidelines contained in the Plan also guide development and the development review process. Proposals may vary from these guidelines; however, they must be consistent with their basic intent.

1. General Plan Consistency

The Downtown Specific Plan, with its goals, objectives, policies, development standards, development incentives, and design guidelines is the foundation for pursuing a commercial revitalization strategy for the Downtown Business District. It is also a legal document intended to execute and implement the City’s General Plan policies.

The Downtown Specific Plan is consistent with the land use policies of the General Plan including the special distribution of land uses and development standards. More specifically, the Downtown Specific Plan is designed to implement the General Plan's Land Use Element goal No. 3, "Encourage the revitalization of the Downtown Business District along Las Tunas Drive."

Adoption of the Specific Plan will not require amendment of the General Plan, except for "R" zoned properties.

2. Zoning Code Consistency

Existing zoning districts within the Specific Plan boundary should be repealed and the Zoning Map amended to indicate a new designation of "Downtown Specific Plan" (DSP). All development standards, incentive programs, and design guidelines of this Specific Plan will apply. For development standards and regulations that are not amended by this Specific Plan (e.g. parking requirements) the regulations of the Zoning Code will apply.

Adoption of the Specific Plan will not require amendment of the Zoning Code; however, it will require amendment of the Zoning Map.

3. Consistency with Other Downtown Plans/Documents

The Temple City Downtown Revitalization Plan was submitted to the City in May 1986 by The Revitalization Plan Committee (property owners, business owners, and City staff) together with Downtown Focus of Whittier, California.

The Revitalization Plan Committee studied a wide variety of "problems and opportunities" surrounding the revitalization of Downtown Temple City. The findings and recommendations of the Revitalization Plan have been studied and where appropriate they have been incorporated into the Specific Plan.

A more recent, and similar effort, is the Ad Hoc Committee Report for Development and Design Standards in Commercial Zones submitted to the City in October, 1991. This study also focused on the revitalization of the downtown and recommended a 10-point program to affect the overall enhancement of the area. The Ad Hoc Committee Report, together with the Downtown Revitalization Plan form the basis and the original impetus for the development of the Downtown Specific Plan. The Specific Plan is consistent with both of these plans and implements the recommendations contained therein.

4. Specific Plan Administration

a. General

All regular provisions of the Temple City Zoning Code shall apply to all properties within the Specific Plan boundaries, including but not limited to design review, use permits, various appeals, amendments, public notice and hearing provisions.

b. Site Plan Review

The Downtown Specific Plan will be implemented primarily through the use of the site plan review process as provided in Section 9180 of the Zoning Code. Site plan approval shall be required for all rehabilitation, redevelopment, expansion of existing uses or structures and new development within the Specific Plan area requiring a building permit. Additionally, the Director may require site plan review for a particular use as proposed by an application for a building permit when it is determined that such use may have certain impacts on surrounding development which requires detailed review. This requirement is instituted for the following reasons:

- To insure consistency with the intent of the Specific Plan.
- To insure implementation of the Design Guidelines by providing a process for review of development projects.
- To assure substantial long range compliance with the General Plan.

- To promote the highest contemporary standards of design.
- To adapt to specific or special development conditions that occur from time to time while continuing to implement the Specific Plan.

c. Applicability

Approval of a site plan shall be required prior to or concurrent with a use permit, tentative tract, or parcel map for all proposed projects within the Specific Plan Area. Where no tentative tract or parcel map is required, approval of a site plan shall occur prior to issuance of use and building permits. Authority for approval of a site plan shall rest with the Planning Commission (or Community Development Director).

C. PUBLIC IMPROVEMENTS

1. Overview

In constructing public improvements, the City will be making a visible economic commitment to realizing the vision for Downtown Temple City. These improvements will add value to the area, thereby laying a foundation for future private sector investment, in the form of building renovations and new development. With development standards and guidelines in place, new private sector investment will combine with public improvements to fulfill the City's vision for Downtown.

2. Project Timing/Priorities

Since the current "dated" appearance of the Downtown remains a major obstacle to new investment, the improvement of Las Tunas Drive and Temple City Boulevard is essential and is identified as a top priority. The improvement project is currently in preliminary design awaiting approval of the Specific Plan. The design will reflect the recommendations of the Specific Plan and is scheduled for construction in late Spring 1993.

3. Funding Sources

Capital costs associated with the reconstruction of the street paving surface, curbs and gutters, and sidewalk repair and improvement, is included in the Capital Improvement Program, and is funded by a combination of Gas Tax Funds, General Funds, and County Transportation Funds. Street tree and lighting improvements may potentially be funded from the Lighting and Landscape Maintenance District Funds, and the General Fund.

Improved maintenance of public areas is a critical aspect of the long-term success of the Specific Plan. Maintenance could be enhanced by creating a Business Improvement District to fund a higher level of maintenance service.

D. PARKING

1. Overview

As confirmed by the economic consultant, Keyser Marston & Associates, the supply of convenient parking is an important issue in the successful implementation of the Plan. While reduced parking requirements are logical in areas where public parking is already provided, a proactive public parking effort should be undertaken to support small-lot improvements and lot consolidation in the commercial districts.

2. Project Timing/Priorities

Increased public parking will be difficult to achieve due to the high cost. However, certain opportunities do exist, and may be viable in a phased strategy. Specifically, the city should aggressively pursue sources of funding to pay the up-front cost of a new parking lot in the WC District. This is a top priority.

Short-term funding may require General Fund proceeds, to be repaid by property assessments on owners who benefit from the parking (i.e. formation of Parking Assessment district). It may also be possible to fund a portion of the cost utilizing Proposition C funds wherein part of the lot is used as a park-and-ride facility.

E. DOWNTOWN PROMOTION AND BUSINESS RETENTION

1. Overview

The adoption of the Downtown Specific Plan can provide the basic impetus for revitalization of the area's physical setting. However, it should be kept in mind that focusing on physical improvements alone may not address all of the problems associated with Downtown's revitalization. Consideration should also be given to support efforts that emphasize organization and the promotion of Downtown business.

Downtown support efforts can be grouped into three general categories:

Organization	Building consensus for action. Seeking cooperation from all parties. Providing long-term management and planning.
Promotion	Advertising Downtown as a place to shop, invest and live through publicity, promotional materials, etc.
Economic Restructuring	Recruiting businesses or developers to fulfill specific downtown needs and assisting existing businesses through business seminars and the like.

2. Promotional/Organizational Activities

While Temple City has already pursued some of these types of activities, additional efforts in organization and promotion can be helpful. Some actions to consider include the following:

a. Technical Assistance Program

Working with private financial consultants and local commercial lenders, with the cooperation of the Chamber, the City will provide technical assistance to small businesses regarding loans, marketing, accounting, inventory control, etc.

b. Loan Assistance Program

Working with area banks and financial service firms, the City shall assist in directing local businesses to cooperative lending institutions, and helping qualify them for SBA loans where appropriate and desirable.

c. Joint Advertising

With the assistance of the Chamber, the City shall embark on a joint-advertising campaign to promote Downtown business. Such a campaign could include newspaper and magazine advertising, local area mailers, and cable television. Funding could include direct private contributors, and may ultimately evolve into a Business Improvement District, assessment-funded program.

d. Special Events

Build upon existing events such as the Camellia Festival and Craft Fair as an opportunity to attract consumers to the downtown. Utilize festive banners to draw attention to the event.

e. “Farmer’s Market”

Explore the feasibility of organizing, and maintaining an ongoing farmer’s market event, which is coordinated with business interests to bring consumers downtown.

f. Evening Hours

Recognizing that due to changes in the structure of families, Temple City residents are increasingly becoming more of evening consumers. Merchants working with the Chamber should explore occasional evening promotions such as Thursday or Friday evening business hours.

g. Appreciation Week and Business Recognition

The City shall organize an annual Business Appreciation week, and a recognition program to promote businesses that have made significant improvements, and award those which contribute to the entire community as significant sales tax producers and/or employers.

h. Downtown Maintenance

Once the public improvements are completed, enhanced maintenance will be required to insure the ongoing attractiveness of the area. The City, working with the Chamber of Commerce, shall explore the possibility of forming a Business Improvement District to fund an increased level of public area maintenance.

F. BUSINESS ATTRACTION

1. Overview

Assisting and promoting existing business is part of the equation. Attracting new quality business and investment is essential. The land use incentives embodied in the Specific Plan makes it easier to open new businesses, but a more assertive approach is necessary to attract high priority businesses.

2. Approach

The City recognizes that certain businesses can enhance the Downtown and become major attractions, which can draw new consumers, and eventually more businesses. The City shall target specific businesses which can effectively operate in the Downtown, such as restaurants, furniture stores, and other specialty retailers. A database shall be established and maintained to provide potential businesses the information they need to evaluate a relocation or expansion decision.

G. ANCHOR PROJECT

1. Overview

It is recognized as a major implementation effort of the Specific Plan, that an anchor project should be identified for the former Alpha Beta site, and other adjoining properties. The site is ideal for a mixed-use commercial project, which can bring substantial new consumers to the Downtown. The Specific Plan provides for a variety of uses on the site, recognizing the need to preserve the existing businesses along Las Tunas Drive, and to protect surrounding residential areas.

2. Approach

The City shall solicit developer interest in securing an approximately three-acre site north of the existing businesses on Las Tunas Drive. The potential project could take many forms, but should emphasize its ability to draw customers into the Downtown.