

Santa Fe Springs Residential Neighborhoods

Although most residential neighborhoods consist of single-family homes built in the 1950s, new townhomes and multi-family units have been built to meet the demand for new housing.

PUBLIC REVIEW DRAFT

CHAPTER 2

LAND USE ELEMENT

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Re-Imagine
Santa Fe Springs

2040 GENERAL PLAN



The Villages at Heritage Springs

The Villages at Heritage Springs includes a collection of single-family homes, townhomes, and apartments, with communal recreational facilities for use by residents. All of the structures are equipped with solar panels, creating renewable energy.



LAND USE ELEMENT

Introduction

Since its early days as a small town in the late 1800s, Santa Fe Springs has been a place where industry and homes have coexisted. With the waning of the oil industry in the 1970s and consolidation of operations, the City's Redevelopment Agency acquired many properties and successfully transitioned them to clean business industries and, in the case of the Villages at Heritage Springs development, a new mixed-density residential neighborhood. With the rise of e-commerce and online purchasing starting in the early 2000s has intensified demand for local industrial properties to become logistics hubs. Given Santa Fe Springs' ideal location along freeways that connect the Los Angeles and Long Beach ports to regional rail yards from which goods are transported across the nation, the City has seen an increase in demand for logistics warehouses. As California faced a continued need for housing, the City was able to respond, facilitating development of new homes on sites formerly occupied by schools, open space, and industry.

Overarching Objectives

Through the goals and policies in this Element, and the accompanying programs in the Implementation Plan, the City will achieve:

- Healthy and safe neighborhoods
- Economic strength
- A diversified economy
- Creation of a true downtown and community gathering place
- An adaptive and resilient community
- A place where technology advances quality of life



Santa Fe Springs balances residential neighborhoods and industrial districts.



Since the 1960s, Santa Fe Springs has been considered a “built out” community, with little vacant land available for new development. However, the intervening decades have proven that reinvention and reinvestment can transform a city when that change is guided by a vision, sound planning, and wise implementation. This Land Use Element provides the vision and planning to guide Santa Fe Springs through its next life phase in response to regional investments—such as Metro’s L Line light rail extension—and anticipated evolution in how people will live, work, shop, transport themselves, and spend leisure time.

This Land Use Element is the blueprint for the physical development of Santa Fe Springs, reflecting the vision for a strong, diverse, and balanced community and as an unparalleled place to enjoy life and to prosper. Consistent with State law, the land use plan designates the locations, distribution, and extent of land developed and planned for housing, business, industry, open space, agriculture, natural resources, recreation, institutional, and public facilities. Also, this element addresses urban design and historic preservation, and planning factors that contribute to Santa Fe Springs’ character and identity.

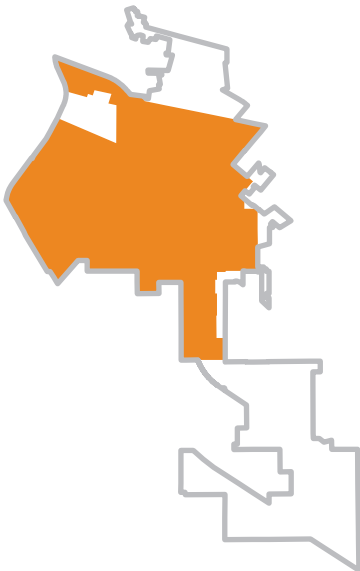
Planning for a Balanced Community

Located about 13 miles from downtown Los Angeles, 23 miles from the ports of Long Beach and Los Angeles, and 23 miles from Los Angeles International Airport, Santa Fe Springs is highly accessible from anywhere within the region and abroad. Interstates 5 and 605 traverse the City’s western edge, and freight and passenger rail corridors cross through south to north. These circulation routes have been important factors in Santa Fe Springs’ development as a largely industrial community. Today, they continue to influence land use decisions.

When Santa Fe Springs incorporated in 1957, it covered 4.9 square miles. By 1959, the City had annexed adjacent land and reached 90 percent of its size (in 2021): roughly 8.9 square miles. Targeted annexations through 1984 created the 2021 corporate boundaries. The unincorporated communities of West Whittier-Los Nietos and South Whittier flank the City’s north and

Figure LU-1: Annexation Timeline

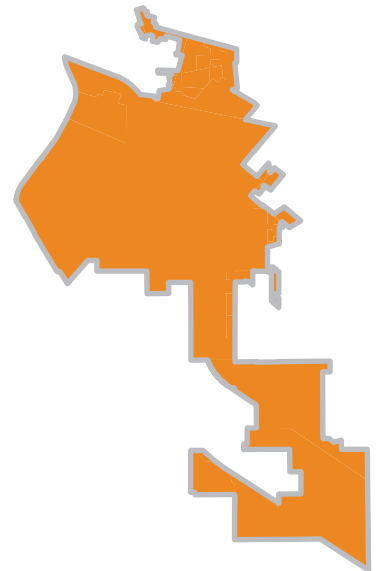
Original Incorporation:
May 1957



Annexations:
September to November 1957



Annexations:
1958 to 1984





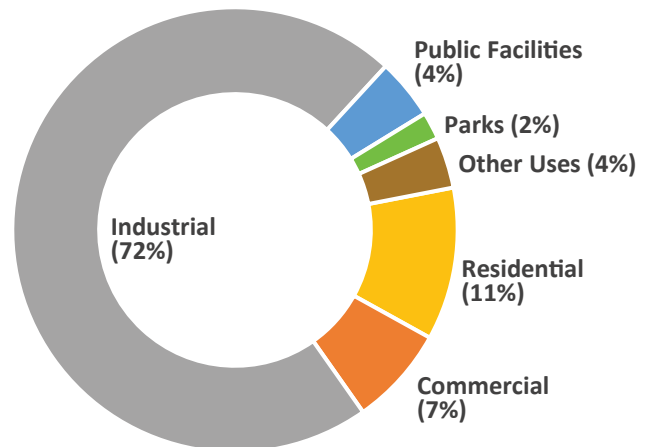
east sides, respectively, and are situated within Santa Fe Springs’ designated sphere of influence. While Los Angeles County controls land use decisions in these areas, the City has the ability to plan for these areas with the expectation that one day these areas could be annexed to Santa Fe Springs. For this reason, the land use plan includes all properties within the corporate city limits and properties within the sphere of influence—the designated Planning Area.

Of the roughly nine square miles, nearly 79 percent of land area is devoted to industrial and commercial uses. Industrial uses extend from the northern boundary all the way to the southern City limit, occupying the entire southern portion of the City. As of 2021, 3,741 businesses employed 48,871 people in every imaginable industrial enterprise. Because many of these businesses are involved in business-to-business sales, such as packaging materials and supplies to food processing or manufacturing, Santa Fe Springs receives substantial sales tax revenues from this activity. This points to the importance of maintaining a diverse mix of businesses, particularly those that provide components and products into the supply chain.

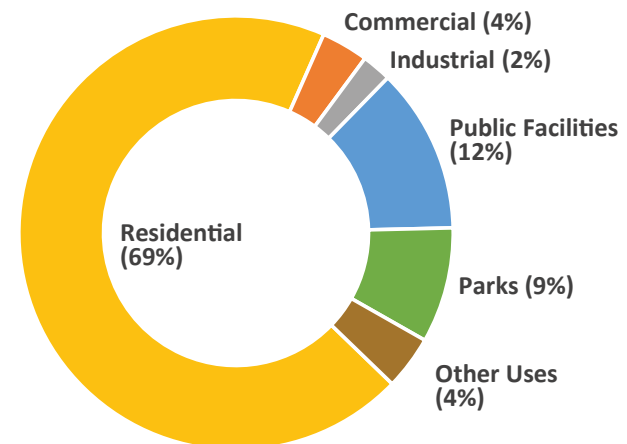
Long-established residential neighborhoods lie between the San Gabriel River, which forms the City’s western edge, and Pioneer Boulevard. The 54.5-acre Village at Heritage Springs development, constructed in 2010 within a former oil field, created a new neighborhood in the center of the City, within walking distance to Heritage Park and City Hall. However, residents from all neighborhoods have lamented that Santa Fe Springs has no vibrant commercial centers they can walk to for dining, entertainment, or simple daily shopping needs. Santa Fe Springs needs a downtown, they have said, and this plan looks to create not just a downtown but two new mixed-use urban nodes: one around the future L Line light rail station on Washington Boulevard and the second across from the Metrolink station on Imperial Highway.

Santa Fe Springs residents love their parks, and this plan preserves the parks and open spaces critical to enhancing people’s health and well-being. The urban nodes will include public gathering spaces. Areas that are lacking park space are prioritized for new parkland, particularly in Disadvantaged Communities.

Figure LU-2: Existing Land Use Percentages (2021)



Santa Fe Springs (Corporate City Limits)



Sphere of Influence

Source: MIG, LA County Assessor, and UrbanFootprint, 2020



Land Use Element Considerations

In developing this plan, the City considered the concerns and ideas of people who participated in the many workshops, interviews, study sessions, and surveys conducted during 2020 and 2021—balanced with the technical analysis necessary to develop sound land use strategies. These considerations have informed development of this Land Use Element:

- **Revenue Sources to Fund Public Facilities and Services.** With the demise of redevelopment in California in 2012, the City experienced loss of a significant revenue source (approximately \$32 million annually), one that fueled economic development, housing preservation and production, and civic improvements. Other factors contributing to diminishing City revenues include the loss of commercial retailers and rise of e-commerce sales and a substantial increase in logistics businesses occupying industrially zoned properties—an industry cluster that produces minimal sales tax and property taxes.

- **Need for Commercial and Local Services.** As noted above, residents have expressed a need for more local and diverse commercial goods, restaurants, and services—and a grocery store in particular—near established residential neighborhoods. The lack of commercial properties, a community profile that does not reflect the significant day-time business population, lack of evening and night population, and the rise of e-commerce have made it difficult to attract retail and service commercial businesses. When considering whether to locate in Santa Fe Springs, retailers and hospitality companies overlook the 50,000 or so people who come into the City every day for work.



New commercial services, including eateries and community gathering spaces are desired in the community.



- **Housing Demand.** Since the early 2000s, housing production in California has lagged. As a result, the State legislature has placed pressure on communities statewide to create friendlier conditions for new construction: through land use policies, zoning regulations, and streamlined processes for development applications. One key driver for the land use plan is the housing production goal, known as the Regional Housing Needs Assessment/Allocation (RHNA), set forth every eight years by the Southern California Association of Governments (SCAG). For the 2021-2029 planning cycle, Santa Fe Springs must show land use capacity to accommodate 952 new housing units. Subsequent planning cycles may have equally aggressive targets.
- **Extension of Passenger Rail.** Since 1992, Metrolink has provided commuter rail service to its station on Imperial Highway in Norwalk, just south of the Santa Fe Springs/Norwalk city boundary. This heavy rail line connects people generally from Inland Empire cities to the east, and Orange County cities to the south through Santa Fe Springs to downtown Los Angeles. While transit-oriented development could be developed to a limited extent around the Metrolink station, a broader opportunity for transit-friendly uses and development intensities is presented around Metro’s planned light rail station for the L Line at Washington Boulevard/Norwalk Boulevard.
- **Building on Former Industrial Sites.** The only places to build in Santa Fe Springs are on sites that are already developed—and where repurposing the property makes financial sense. Redeveloping former industrial sites and oil fields can involve the need to remediate contaminated land, which can be an expensive process.



Potential housing type identified to accommodate the Regional Housing Needs Assessment/Allocation goals.



- **Residential/Industrial Interface.** Industry drives Santa Fe Springs, and the City has developed strategies to allow industry and residential uses to coexist. However, environmental justice considerations now influence land use decision-making and leading the City to create zoning tools to minimize potential impacts, such as restricting the types of industries allowed to operate in proximity to residential neighborhoods.
- **Urban Design.** Basic urban design principals focus on creating “a sense of place”—an identity—and ensuring public spaces and streets make people feel comfortable. Public improvements used to achieve these goals include creating pleasant streetscapes and providing themed wayfinding signage. For private properties, good urban design means requiring that development projects reflect the high design quality Santa Fe Springs is recognized for and expects. Good urban design also adds value.
- **Flooding and Land Use.** State law requires that the Land Use Element examine the potential impacts of flooding throughout the City. Flooding and dam inundation issues are addressed in the Safety Element.

- **Preserving the City’s Heritage.** The San Gabriel Valley region had long been occupied by Native Americans before the California Rancho settlements of the 1700s. This more recent history is well preserved and presented in the Clarke Estate and Heritage Park complex near City Hall. One of the earliest grand homes was built in 1919 for Chauncy and Marie Rankin Clarke by famed architect Irving Gill. The Clarke home remains today near City Hall. Within Heritage Park, the 1880s Victorian ranch estate of a Mr. Hawkins and the cobblestone foundation of Patricio Ontiverious’ adobe home from 1700s are located. Using old photographs, the City rebuilt the Hawkins carriage barn. These artifacts educate, provide places to wander, and serve as public event facilities.

Three 100+ year old cemeteries—Paradise Memorial Park, Little Lake Cemetery, and Olive Grove (Old German Church)—recall the past and provide reminders that people from many heritages have lived here. These cemeteries provide opportunities for historical and genealogical research, as well as quiet places to sit and reflect.

Industrial buildings and oil industry artifacts also represent the City’s history by showcasing particular building eras/styles.



Heritage Park is a six-acre reconstructed ranch estate from the late 1800’s. The Carriage Barn houses a museum.



Land Use Plan

Santa Fe Springs remains committed to planning for land uses that create a balanced community, one which:

- Provides housing opportunities for people of all income levels
- Maintains a diverse and welcoming business environment
- Ensures the City's financial health with sufficient reserves
- Improves community health
- Leads to equitable outcomes
- Protects and enhances community assets
- Provides opportunities for orderly growth and supports redevelopment opportunities
- Exhibits pride of community

The Land Use Plan consists of land use categories that identify the types and intensities of land uses allowed in Santa Fe Springs, together with the land use map that displays the pattern, distribution, and intensity of land use types.

Approach: Targeted Change

The overarching strategy is to facilitate redevelopment within focus areas to provide for new uses that strengthen and diversify the business sector, provide additional housing, and create a true town center for Santa Fe Springs. Industry will continue to be the predominant land use. However, space can be made to accommodate new housing for a larger local work force and commercial businesses desired by current and future residents. The vision for these focus areas, highlighted here, are described in detail beginning on page LU-28.

- **A New Downtown.** A new Downtown Santa Fe Springs is envisioned as a mixed-use district surrounding Heritage Park, with a newly created main street setting and vertical mixed-use development featuring ground-floor commercial uses and residences above. The district will provide opportunities for restaurants, entertainment venues, public gathering spaces for community events, hotels, and office space.
- **Transit-Oriented Development.** Around the planned Metro L Line station at Washington and Norwalk Boulevards and the Metrolink Norwalk/Santa Fe Springs Station, the land use plan designates properties for transit-oriented communities consisting of residential and commercial activity. The physical environment around each station will consider the pedestrian scale, with easy walking connections to the station platforms. These TOD areas, together with the new downtown, will accommodate the majority of new housing and commercial growth in Santa Fe Springs.
- **Telegraph Road Corridor.** As a key City entryway from Interstate 605 and the route to the new downtown, Telegraph Road will continue to undergo both land use and streetscape reinvention. Approaching downtown from the west, Telegraph Road will support mixed-use development along its frontage, with landscaped street edges designed to protect pedestrians and buildings from truck traffic. Themed parkway, lighting, median landscaping, and signage will announce arrival.
- **Interstate 5 Corridor.** Over one-quarter million vehicles travel along Interstate 5 through Santa Fe Springs on the average weekday. Many drivers appreciate the opportunity to exit the freeway to rest and recharge. Shoppers enjoy the easy access to large-format stores that offer experiences unavailable via the internet. To accommodate businesses that benefit from high visibility and accessibility, properties fronting the Interstate 5 corridor will be dedicated to commercial business use.
- **Former Vons Distribution Facility.** West of Interstate 5, properties in Santa Fe Springs abut residential neighborhoods in Norwalk. Former distribution facilities in Santa Fe Springs created heavy truck traffic that impacted these neighborhoods. To alleviate these impacts and provide freeway-close sites for office spaces and low-impact industrial uses, a portion of the property historically used for trucking-intensive uses are planned to transition to business parks.



Land Use Map

The Land Use Map (Figure LU-3) identifies the planned patterns of land use in Santa Fe Springs, with details for each land use category described below. For each land use category, a maximum level of development density or intensity is established.

Density

For each residential and mixed-use designation, the range of allowable development is defined as its density, calculated as the number of dwelling units allowed per net acre (du/ac). The maximum density represents a potential maximum density, or number of housing units per acre, that could be achieved if all other requirements are met, including development standards such as minimum setback and maximum building height set forth in the Zoning Ordinance.

Intensity

Land use intensity for nonresidential uses is measured in terms of floor area ratio, or FAR. FAR is the ratio between the total gross floor area of all buildings on a lot and the total lot area. Higher FARs generally indicate

larger buildings and/or more stories, although the size and height of buildings can vary a great deal within the same FAR.

Density and Intensity in Santa Fe Springs

To establish a dynamic mix of residential, office, clean industrial, and commercial uses in mixed-use areas, both residential density and building intensity are regulated by FAR where residential and nonresidential uses are planned. Residential densities apply to residential-only projects. All projects are subject to additional regulations in the Zoning Ordinance, applicable specific plans, and other special zoning tools.

Land Use Categories

General Plan law requires the Land Use Element to indicate the type, density, and intensity of development on all properties in the City. While terms like “residential,” “commercial,” and “industrial” are commonly understood, State law requires clear and concise descriptions of all land use categories depicted on the Land Use Map.

This Land Use Element and the Land Use Map establish the following 15 land use categories:

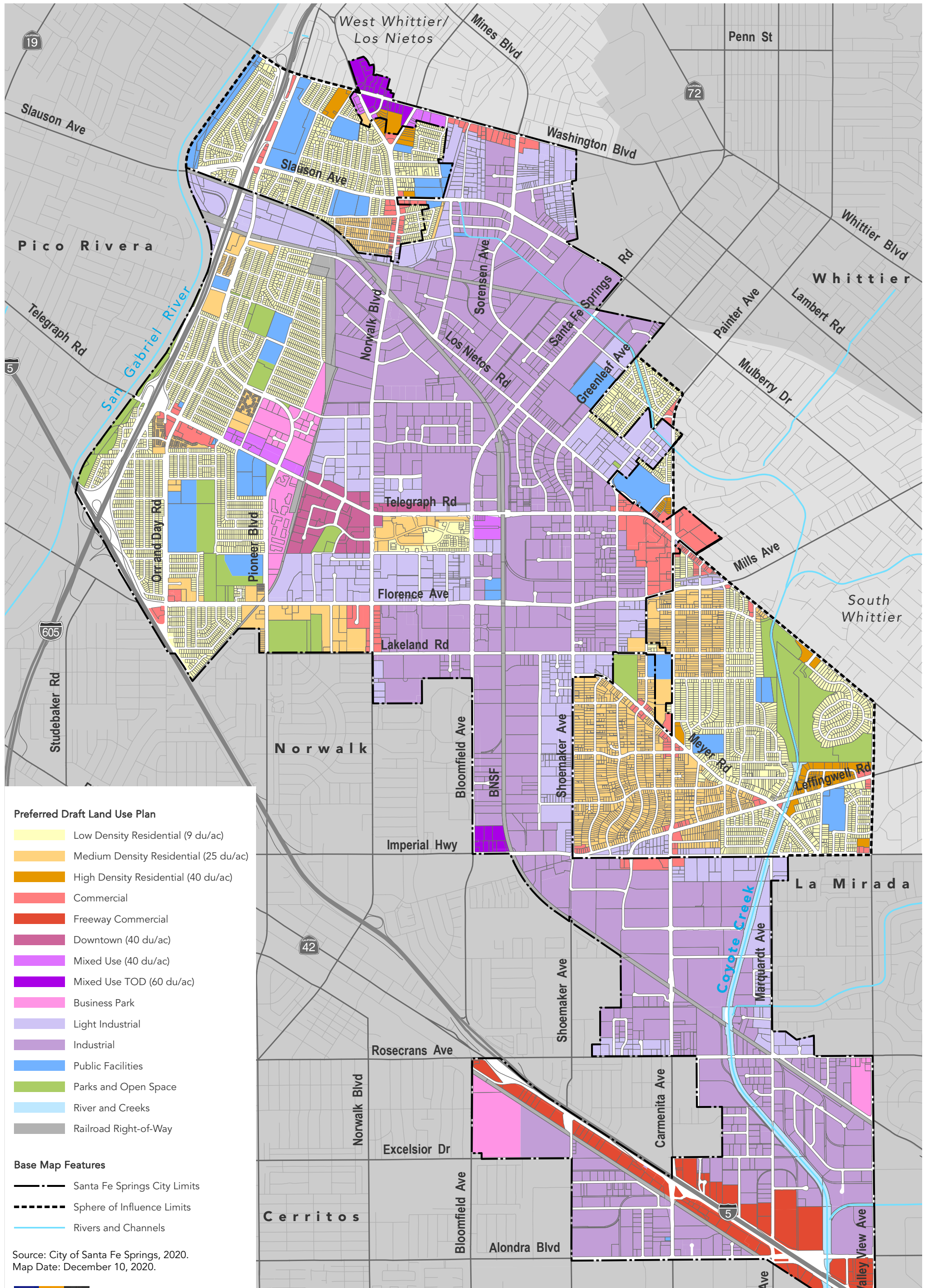
Table LU-1: Land Use Categories

Land Use Categories	Density/FAR Ranges and Maximums	Corresponding Zoning District
Low Density Residential	0-9 units/acre	R-1
Medium Density Residential	9.1-25 units/acre	R-2
High Density Residential	25.1-40 units/acre	R-3
Commercial	1.0 FAR maximum	C-1
Freeway Commercial	2.5 FAR	C-4
Downtown	20-40 units/acre; 3.0 FAR	MU-DT
Mixed Use	20-40 units/acre; 3.0 FAR	MU
Mixed Use Transit Oriented Development	20-60 units/acre; 4.0 FAR	MU-TOD
Business Park	1.5 FAR	ML
Light Industrial	1.0 FAR	M-1
Industrial	0.75 FAR	M-2
Public Facilities	N/A	PF
Parks and Open Space	N/A	P-OS
River and Creeks	N/A	P-OS
Railroad Right-of-Way	N/A	RR-ROW

Figure LU-3: Land Use Plan



RE-IMAGINE SANTA FE SPRINGS 2040 GENERAL PLAN





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Residential

Residential designations apply to properties that support residential uses and supportive institutional and recreational uses such as schools, public parks, and religious institutions.



Many established neighborhoods in Santa Fe Springs are accessible to parks and schools, such as Lakeview Elementary and Lakeview Park, shown here.



Low-Density Residential

The Low-Density Residential category allows for residential developments at densities up to 9.0 dwelling units per acre. This designation accommodates single-unit residential housing types on individual lots. Mobile home park developments may be appropriate, provided the density does not exceed 9.0 units per acre. The clustering of units is an acceptable development approach to accommodate on-site common open space areas and recreational amenities.

- **Density:** up to 9 units per acre
- **Population Density:** up to 33 persons per acre
- **Typical Building Height:** 1 to 2 stories
- **Complete Neighborhoods:**
 - » Access to parks, schools, neighborhood commercial centers, transit lines, and bicycle facilities
 - » Sidewalks

• Sustainability/Community Health:

- 1 Integrate green building approaches in retrofits of established homes
- 2 Increase street tree coverage
- 3 Encourage drought-tolerant landscaping and efficient irrigation
- 4 Solar power accommodation
5. Create green buffers between residential areas and industrial businesses or freeways



Low-Density Residential



Medium-Density Residential

The Medium-Density Residential category allows for detached and attached residential development typologies between 9.1 and 25 dwelling units per acre. Detached product types are possible as small-lot subdivisions. Attached development types include townhomes, condominiums, and apartments. For religious institutions located on properties designated Medium-Density Residential, residential development is allowed on existing parking lots and open spaces consistent with Zoning Ordinance regulations, with the associated religious institutions continuing. High-quality design is emphasized to preserve neighborhood quality.

- **Density:** 9.1 to 25 units per acre
- **Population Density:** 31 to 84 persons per acre
- **Typical Building Height:** 2 to 4 stories
- **Complete Neighborhoods:**
 - » Access to parks, schools, neighborhood commercial centers, transit lines, bicycle facilities, and employment opportunities

- » Sidewalks
- » Integrated private recreational facilities and communal gathering spaces
- » Building facades and entrances oriented toward streets
- » Designed for pedestrian emphasis
- » Crime prevention through environmental design approaches
- » Encourage facilities to handle package deliveries

• **Sustainability/Community Health:**

- 1 Orient buildings to maximize roof exposure toward the sun for solar panels
- 2 Consider passive solar design approaches
- 3 Require climate-appropriate landscaping
- 4 Increase street tree coverage
- 5 Encourage green building approaches
- 6 Accommodate electric vehicle charging
- 7 Require secure bicycle parking



Medium-Density Residential



High-Density Residential

The High-Density Residential designation allows for multiple-unit developments between 25.1 and 40.0 units per acre. Developments are restricted to a maximum height of four stories. High-quality design is paramount. Provision of internal active or passive recreation areas and amenities are required. Proposed developments should be designed to transition to adjacent existing or planned land uses with respect to building height and to address scale and massing. For religious institutions located on properties designated High-Density Residential, residential development is allowed on existing parking lots and open spaces consistent with Zoning Ordinance regulations, with the associated religious institutions continuing.

- **Density:** 25.1 to 40 units per acre
- **Population Density:** 85 to 135 persons per acre
- **Typical Building Height:** 2 to 4 stories

• Complete Neighborhoods:

- » Access to parks, schools, neighborhood commercial centers, transit lines, bicycle facilities, and employment opportunities
- » Sidewalks
- » Integrated private recreational facilities and communal gathering spaces
- » Building facades oriented toward streets
- » Designed for pedestrian emphasis
- » Crime prevention through environmental design approaches
- » Encourage facilities to handle package deliveries

• Sustainability/Community Health:

- 1 Orient buildings to maximize roof exposure toward the sun for solar panels
- 2 Consider passive solar design approaches
- 3 Require climate-appropriate landscaping
- 4 Increase street tree coverage
- 5 Require secure bicycle parking
- 6 Encourage green building approaches
- 7 Accommodate electric vehicle charging



High-density residential



Mixed-Use Residential and Commercial

Mixed-use development integrates residential and commercial uses as part of a cohesive development plan, with residential components located in the same building as commercial uses (vertical mixed-use) or on an adjacent lot with a clear relationship to commercial uses (horizontal mixed-use). Mixed-use projects must include viable, neighborhood-serving retail and service components.

This General Plan establishes three Mixed Use categories to plan for the varying scales of development and mix of uses targeted along Telegraph Road, Downtown, and within the two transit-oriented community districts.



The intersection at Washington and Norwalk Boulevards is planned for transit-oriented development to accommodate new Metro light-rail station along Washington Boulevard, connecting Downtown Los Angeles and Whittier.



Mixed Use

The Mixed Use category allows for a mix of compatible residential and commercial uses within a single development, integrated either horizontally or vertically. Stand-alone residential uses are also allowed. The design of these developments is crucial in establishing their function as places where people can live, work, shop, recreate, and enjoy life in a compact district. The design of mixed-use developments should encourage socialization and pedestrian activity.

- **Density/Intensity:** up to 40 units per acre; 3.0 FAR maximum
- **Population Density:** up to 135 persons per acre
- **Allowed Uses:** Multi-family residential, retail and service commercial, office, dining, small-scale entertainment
- **Typical Building Height:** 2 to 4 stories
- **Sustainability/Community Health:**
 - » Orient buildings to maximum roof exposure toward the sun for solar panels
 - » Consider passive solar design approaches

- » Require climate-appropriate landscaping
- » Encourage green building approaches
- » Require vehicle charging stations
- » Consider parking reductions near transit
- » Require secure bicycle parking
- » Integrate pedestrian access to transit stops

• Complete Neighborhoods:

- 1 Access to parks, schools, neighborhood commercial centers, transit lines, bicycle facilities, and employment opportunities
- 2 Sidewalks with landscape buffers along arterial roadways
- 3 Integrated private recreational facilities and communal gathering spaces
- 4 Street-fronting building façades scaled and oriented toward pedestrians
- 5 Crime prevention through environmental design approaches



Mixed Use



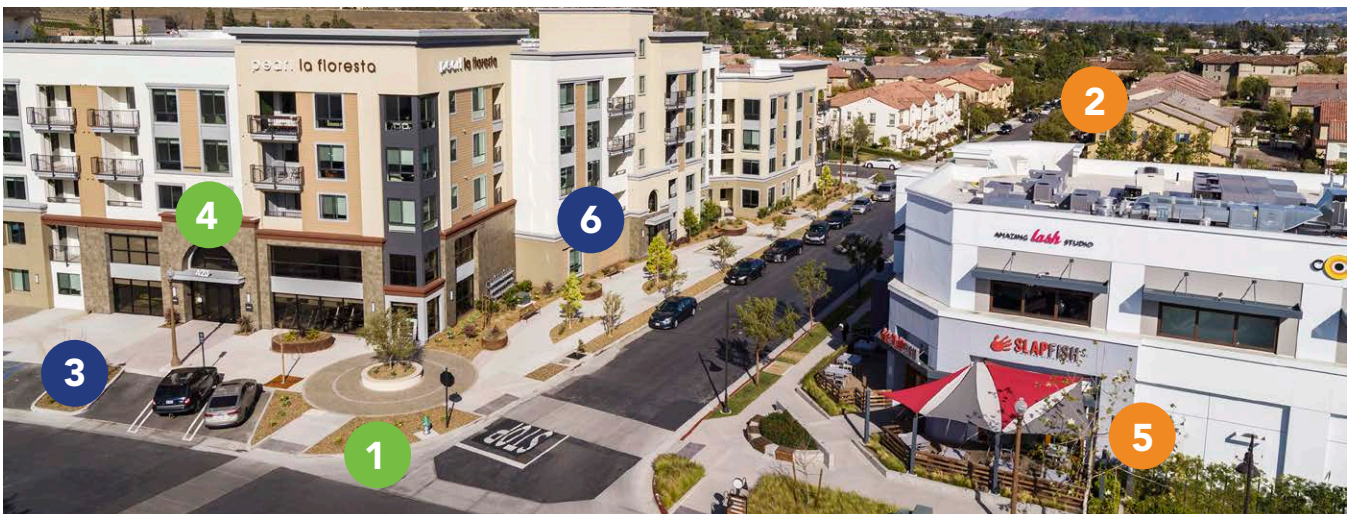
Downtown

The Downtown category establishes a centralized downtown area or “Main Street” in Santa Fe Springs, integrating residential and compatible commercial uses with an emphasis on entertainment, retail, restaurants, offices, and hotels to create a regional destination. This designation allows for vertical or horizontal integration of uses. Stand-alone residential uses are also allowed. The design of these developments is crucial in establishing their function as places where people can live, work, shop, recreate, and enjoy life in a compact district. The design of mixed-use developments should encourage socialization and pedestrian activity, integrating these typically opposing types of land uses into a complementary relationship.

High-quality design is encouraged to support long-term sustainability. Internal active or passive recreation areas and amenities are required for residential projects. Proposed developments should be designed to transition to adjacent existing or planned land uses with respect to building height and to create aesthetically pleasing architecture that address scale and massing. Quality site and product design are important to provide an appropriate development at this density.

- **Density:** up to 40 units per acre; 3.0 FAR maximum
- **Population Density:** up to 135 persons per acre

- **Allowed Uses:** Multi-family residential, retail and service commercial, office, dining, entertainment, hospitality, lodging
- **Typical Building Height:** 2 to 6 stories
- **Sustainability/Community Health:**
 - » Consider passive solar design approaches
 - » Require low-water-use thematic landscaping
 - » Encourage green building approaches
 - » Require vehicle charging stations
 - » Require secure bicycle parking
 - » Accommodate public transit stops and curbside drop-off areas for pedestrians
- **Complete Neighborhoods:**
 - 1 Community gathering places
 - 2 Access to parks, schools, neighborhood commercial centers, transit lines, bicycle facilities, and employment opportunities
 - 3 Wide sidewalks
 - 4 Integration of uses
 - 5 Building facades oriented toward local streets
 - 6 Pedestrian-scaled building frontages
 7. Way-finding signage
 8. Shared parking facilities



Downtown



Transit-Oriented Development

The Transit-Oriented Development category promotes urban-scale mixed-use districts around commuter rail stations to encourage ridership and creates vibrant day/night environments. While vertical or horizontal integration is allowed, the emphasis is on having the right mix of complementary uses. The design of TOD developments is critical to well-defined districts with many supportive uses: housing, entertainment, shopping, dining, gathering places, and work spaces. Denser housing development provides entry-level home ownership opportunities.

The development of internal active or passive recreation areas and amenities are required for residential projects. Proposed developments should be designed to transition to adjacent existing or planned land uses with respect to building height and to create aesthetically pleasing architecture that address scale and massing.

- **Density:** 20 to 60 units per acre; Maximum: 4.0 FAR
- **Population Density:** up to 202 persons per acre
- **Typical Building Height:** 3 to 6 stories

• Sustainability/Community Health:

- » Consider passive solar design approaches
- » Provide landscaping as an accent, without extensive landscaping coverage requirements
- » Encourage green building approaches
- » Reduce parking requirements
- » Require vehicle charging stations
- » Require secure bicycle parking
- » Accommodate public transit stops and curbside drop-off areas for pedestrians

• Complete Neighborhoods:

- 1 Transit adjacency or within one-half mile
- 2 Way-finding signage
- 3 Wide sidewalks
- 4 Shops and services within walking distance to homes
5. Access to gathering places, transit, bicycle facilities, and employment opportunities
6. Pedestrian-oriented and pedestrian-scaled building frontages along streets
7. Active street fronts
8. Easy pedestrian and bike crossings
9. Crime prevention through environmental design approaches



Mixed Use Transit Oriented Development



Commercial

Two commercial categories are established to reflect two City objectives: 1) to encourage easily accessible goods and services for residents and the weekday employee population and 2) to dedicate freeway frontage for businesses that generate welcomed sales tax revenues.



Commercial



Commercial

The Commercial category accommodates a broad range of commercial businesses that cater to local population's needs and those of the 50,000 or more employees of businesses in Santa Fe Springs. Allowed uses include commercial services, retail, professional and creative offices, restaurants, entertainment, hospitality, and other uses that respond to evolving consumer demands. Flexibility is key, but businesses should have limited impact on adjacent residential areas, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation. Commercial development should be designed and intended to accommodate and encourage pedestrian access and connectivity and must be compatible with surrounding development in terms of scale, building design, materials, color, and quality architecture.

- **Intensity:** 1.0 FAR maximum
- **Typical Building Height:** 2 stories
- **Sustainability/Community Health:**
 - 1 Encourage electrical systems for rooftop solar panels
 - 2 Require climate-appropriate landscaping
 - 3 Encourage green building approaches
 - 4 Require easy pedestrian access from sidewalks and parking lots
 5. Bike facilities
 6. Public gathering spaces
 7. Crime prevention through design



Commercial uses



Freeway Commercial

The Freeway Commercial category applies to properties along Interstate 5 and emphasizes attraction of regional-serving commercial services that generate local tax revenues, such as hotels, vehicle dealerships, entertainment uses, and commercial destinations that benefit from high freeway visibility. Office uses are also allowed, particularly those that provide point-of-sale benefits to the City. Uses largely are auto oriented, with responsive parking requirements and site designs.

- **Intensity:** up to 2.5 FAR
- **Typical Building Height:** 2 to 6 stories
- **Sustainability/Community Health:**
 - 1 Encourage electrical systems for rooftop solar panels
 - 2 Require climate-appropriate landscaping
 - 3 Encourage green building approaches
 - 4 Design for freeway visibility
 5. Charging stations
 6. Public gathering spaces
 7. Thematic street trees and landscaping



Freeway commercial uses could target regional users and take advantage of the freeway visibility.



Industrial

Santa Fe Springs was built on industry. Accommodating businesses that provide good jobs, generate local tax revenues, and fuel the Southern California economy benefits the City and the region. The City is not averse to heavy industry; the key is to ensuring operations do not present negative impacts and risks to residents and local employees. Santa Fe Springs' land use policies support all types and intensities of industries, with a layered approach that restricts industry types adjacent to and near residential neighborhoods, schools, and parks. The Business Park and Light Industrial categories abutting these uses provide buffers; heavy industry (the Industrial land use category) will not be allowed.

Recognizing that trucking-intensive uses create noise, emit harmful pollutants, and tear up streets, the City looks to limit businesses and operations that have such deleterious effects.



Industrial and manufacturing uses make up over 70 percent of all uses in Santa Fe Springs.



Business Park

The Business Park category allows for offices of all types and light industrial uses such as research and development that have very limited trucking activity, no emissions, and minimal risk of people’s exposure to hazardous materials. Restaurants and other commercial services catering to offices and permitted industries are allowed.

A high standard of design and landscaping are required to create a park-like atmosphere. Business parks have limited impact on adjacent residential areas, particularly in terms of lighting, signage, traffic, odor, and noise. Development should be designed and intended to accommodate and encourage pedestrian access and connectivity and must be compatible with surrounding development in terms of scale, building design, materials, color, and overall enhanced architecture.

Specifically prohibited uses include trucking, warehousing, logistics, oil refining and storage, and any food processing or production that has discernable exterior odors.

- **Intensity:** 1.5 FAR maximum
- **Typical Building Height:** 1 to 2 stories
- **Sustainability/Community Health:**
 - 1 Encourage adding internal electrical system for potential roof-top solar panels
 - 2 Encourage solar passive design
 - 3 Require climate-appropriate landscaping
 - 4 Encourage green building approaches
 5. Require vehicle charging stations and consider charging stations for large trucks
 6. Provide rideshare and transit use incentives
 5. Bike facilities
 6. Employee gathering spaces
 7. Crime prevention through design



Business park



Light Industrial

The Light Industrial category allows for light industrial processes and manufacturing activities in multi-tenant, small-scale industrial developments. Industrial uses that manufacture, store, or generate high volumes of hazardous material will be prohibited or considered nonconforming uses. Trucking, warehousing, and large-scale logistics uses are prohibited due to proximity to residential neighborhoods, as are oil refining and storage. Supporting and complementary commercial retail and services are permitted.

Businesses should have limited impact on nearby residential areas in terms of lighting, signage, traffic, odor, noise, and hours of operation. Development should be designed to be compatible with surrounding development in terms of scale, site layout, and building design, with loading and truck parking areas to be screened to prevent noise and other impacts on adjacent sensitive uses—residences, schools, and parks.

- **Intensity:** 1.0 FAR maximum
- **Typical Building Height:** 1 to 2 stories
- **Sustainability/Community Health:**
 - 1 Encourage adding internal electrical system for potential roof-top solar panels
 - 2 Encourage solar passive design
 - 3 Require climate-appropriate landscaping
 - 4 Encourage green building approaches
 - 5 Require vehicle charging stations and consider charging stations for large trucks
 - 6 Provide rideshare and transit use incentives
 - 7 Encourage outdoor eating or recreational areas for employees to utilized during breaks and lunches



Light industrial



Industrial

The Industrial category allows for the broadest range of industrial, manufacturing, outdoor storage, and logistic activities, generally in large buildings and on large properties. Such operations cannot be located adjacent to residential or other sensitive uses. Supporting or complementary commercial retail and service uses are allowed as well.

- **Intensity:** 0.75 FAR maximum
- **Typical Building Height:** 25 to 50 feet

• **Sustainability/Community Health:**

- 1 Encourage adding internal electrical system for potential roof-top solar panels
- 2 Encourage outdoor eating or recreational areas for employees to utilized during breaks and lunches
- 3 Require climate-appropriate landscaping
- 4 Encourage green building approaches
- 5 Encourage solar passive design
6. Require vehicle charging stations and consider charging stations for large trucks
7. Provide rideshare and transit use incentives



Industrial



Public Facilities

The Public Facilities category encompasses public and quasi-public uses such as public schools, libraries, fire and police stations, religious institutions, historical sites, community facilities, utility and infrastructure facilities, major drainage facilities, and government service facilities. The building intensity is highly variable and tied to each individual use.

Sustainability/Community Health:

- Encourage adding internal electrical system for potential roof-top solar panels
- Use climate-appropriate landscaping
- Use green building approaches
- Provide vehicle charging stations for public vehicles
- Provide rideshare and transit use incentives for public employees



Public facility: Gus Velasco Neighborhood Center

Parks and Open Space

The Parks and Open Space category applies to public parks, publicly owned open space properties such as lands used for flood control purposes, and cemeteries. Permitted uses are limited to active and passive recreation. No new cemeteries may be established on lands designated Parks and Open Space.

Sustainability/Community Health:

- Use native landscaping and minimize turf, except for play fields
- Provide shade trees around playgrounds
- Use green building approaches for all park structures
- Encourage use of grey-water systems for irrigation



Local neighborhood parks



River and Creeks

The River and Creeks category applies to the San Gabriel River, Coyote Creek, and concrete channels used for flood control. Permitted uses are limited to flood control and trails.

Sustainability/Community Health:

- Protect native habitat and natural drainage systems
- Avoid pedestrian access within sensitive habitat areas
- Provide trails along water courses



Coyote creek channel

Railroad-Right-of-Way

The Railroad Right-of-Way category applies to railroad rights-of-way reserved for freight and commuter rail traffic. Rail rights-of-way that may be abandoned can be repurposed as trails or converted to a land use category similar to immediately adjacent properties.



Railroad Right-of-Way



Focus Areas and Catalytic Sites

Through the process of preparing this General Plan, the City identified targeted areas, shown in previous Figure LU-4, where land use transitions will occur to achieve these key objectives:

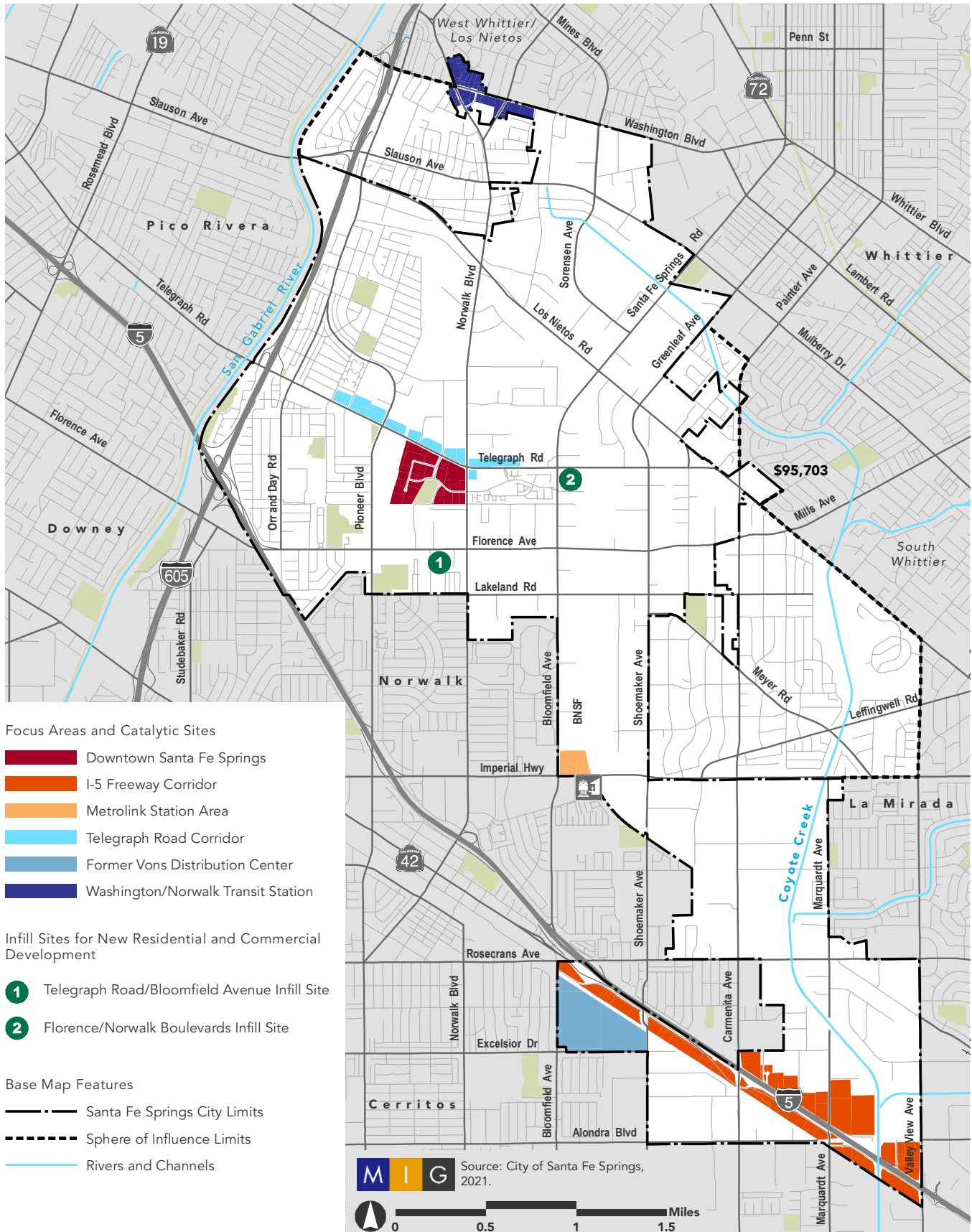
- Creating a true town center for Santa Fe Springs
- Taking advantage of rail transit stations as places for urban-scale transit-oriented development
- Strengthening and diversifying the business sector
- Providing new housing opportunities to meet local and regional needs

In addition to encouraging transition within the focus areas and on catalytic sites, the land use and urban design strategies discussed in this section will work to promote quality infill redevelopment that preserves and enhances the neighborhood and district quality and character.

Figure LU-4: Focus Areas and Catalytic Sites



RE-IMAGINE SANTA FE SPRINGS | 2040 GENERAL PLAN





Downtown Santa Fe Springs

A mixed-use downtown area or “Main Street” is envisioned surrounding Heritage Park, with a mix of uses to include multi-family residential, commercial, entertainment, and hospitality uses. The goal is to create a centrally located, pedestrian-oriented, mixed-use district with public gathering places that attract locals and visitors.

Objectives

- Facilitate high-quality property improvements and infill development along Telegraph Road.
- Attract anchor businesses and development at Telegraph Road and Norwalk Boulevard.
- Encourage vertical multi-use developments.
- Encourage new hotels, restaurants, entertainment venues, and retail businesses.

- Establish dynamic public and private spaces.
- Support public transportation, walking, and bicycling.
- Create a regional destination that captures a greater share of local and regional spending.
- Provide live-work opportunities.

Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to public streetscapes, and general atmosphere for the Downtown:

1. Encourage development at key intersections to create dynamic public spaces.
2. Vertical mixed-use projects with ground floor commercial uses will activate sidewalks.



A “Main Street” is envisioned for Santa Fe Springs

3. New development will establish and support public and private outdoor spaces.
4. Streetscape improvements such as landscaping, lighting, and outdoor seating will improve pedestrian experience.
5. Four-to six-story buildings should be compatible with surrounding commercial and industrial uses.

Dynamic building and site design with ground floor retail will activate sidewalks and encourage walking. New public and private outdoor spaces and community amenities such as landscaping, outdoor seating, and lighting will improve the walking experience.

Land Use and Urban Form

The Downtown Focus Area will connect existing industrial areas with public facilities and residential neighborhoods. New development will increase intensity and establish a convenient, mixed-use shopping corridor. High-quality two- to six-story buildings will complement adjacent uses and offer new housing, retail, and entertainment.

Figure LU-5: Downtown Concept Diagram





Washington/Norwalk Transit Station Area

The Washington/Norwalk Transit Station Focus Area builds from the planned Metro L Line light rail station on Washington Boulevard and Norwalk Boulevard. Dynamic, transit-oriented development approaches will transition auto-dominated properties into a compact, walkable district of homes, shops, restaurants, live-work spaces, and gathering places.

Objectives

- Take advantage of easy access to the commuter station.
- Intensify development around the Washington/Norwalk Transit Station.
- Facilitate redevelopment of parking lots and underperforming commercial developments.
- Create dynamic streetscapes and public spaces that improve the walking experience through ground-floor retail and multi-modal amenities.
- Emphasize transit, bicycling, and walking.
- Encourage live-work opportunities.
- Increase multi-modal connectivity with adjacent neighborhoods.

Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to public streetscapes, and general atmosphere for the Washington/Norwalk Transit Station Focus Area:

1. Encourage enhancements to existing commercial centers, such as building upgrades, outdoor seating, and public art.
2. Convert parking lots and underperforming retail to mixed-use development with ground-floor retail.
3. Encourage complementary commercial uses.
4. Use vertical-mixed use projects to activate sidewalks.
5. Use building and site designs that encourage pedestrian activity and socialization and establish their function as places where people can live, work, shop, recreate, and enjoy life.
6. Public realm improvements such as landscaping, outdoor seating, and lighting will improve walkability.
7. Multi-modal infrastructure, including bicycle and transit amenities such as bike racks, repair stations, and protected bus stops, will encourage



Transit-oriented development is envisioned for Washington and Norwalk Boulevards area

multi-modal transit.

8. First- and last-mile improvements will support use of public transportation.

Land Use and Urban Form

Intense, transit-oriented development is envisioned for the Washington/Norwalk Transit Station Focus Area. Larger, more dynamic buildings and urban spaces will complement the transit station and support a pedestrian-friendly mixed-use district.

Three- to six-story multi-unit residential and vertical mixed-use buildings will incorporate dynamic spaces that

engage and activate the public realm. Retail, restaurants, and entertainment uses are encouraged. Public and private outdoor spaces and community amenities will improve walkability and create a desirable place to live, work, and recreate. Neighborhood amenities including a grocery store and park will provide residents and commuters with essential goods and services.

Figure LU-6: Transit Station Concept Diagram





Metrolink Station Area (Bloomfield Avenue and Imperial Highway)

The Metrolink station in Norwalk, immediately adjacent to Santa Fe Springs at Imperial Highway, serves thousands of weekday commuters. This Focus Area presents the opportunity to establish a mixed-use, pedestrian-friendly transit hub in Santa Fe Springs, serving City residents and adjacent neighborhoods in Norwalk. The intent is to support the existing Metrolink Station, expand multi-modal transit, and increase opportunities for housing, retail, and entertainment.

Objectives

- Increase development intensity around the Metrolink Station.
- Facilitate three- to six- story vertical mixed-use projects.
- Encourage infill development and upgrades for existing businesses.
- Require pedestrian-oriented streetscapes.
- Develop live-work opportunities.
- Establish dynamic public and private spaces.
- Provide community amenities for bicyclists, pedestrians, and transit-users.
- Improve first- and last-mile connections.
- Provide an easy, safe pedestrian connection across Imperial Highway to the transit station.



Multi-family residential uses are envisioned adjacent to the Norwalk/Santa Fe Springs Transportation Center



Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to public streetscapes, and general atmosphere for the Metrolink Station Focus Area:

1. Beautify and upgrade existing buildings.
2. Use infill development to activate an established commercial corridor.
3. Establish a pedestrian-oriented mixed-use district that promotes accessibility and sustainability.
4. Encourage buildings and streetscape design that enhances a connection to the Metrolink station.
5. Develop 3- to 6-story mixed-use buildings with ground floor retail.

Land Use and Urban Form

The Transit-Oriented Development land use designation permits high intensity mixed-use development around the existing Metrolink Station. The TOD designation will encourage three- to six-story mixed-use buildings with ground-floor retail and entertainment uses. Human-scale architecture and landscaping will improve the pedestrian experience and activate the street.

Figure LU-7: Metrolink Station Area Concept Diagram





Telegraph Road Corridor

The Telegraph Road Corridor Focus Area presents an opportunity to remediate contaminated land and transition industrial areas to mixed-use development with convenient access to the new Downtown district. The goal is to create opportunities for new residential development adjacent to established neighborhoods, commercial centers, schools, and parks along a corridor with good transit access. Smaller-scale commercial uses can complement the new multi-family housing.

Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to the public streetscape, and general atmosphere for the Telegraph Corridor Focus Area:

1. Development will complement nearby single-family neighborhoods.
2. Design elements will activate streetscapes, enhance walkability, and contribute towards a shared sense of place for residents.

3. Mixed-use development with ground-floor commercial will provide places for current and new residents to shop and dine.
4. Urban design improvements along Telegraph Road will provide a character statement from the exit off Interstate 605 through to the Downtown district.

Telegraph Road Corridor Land Use and Urban Form

The mixed-use land use designation will allow for mixed-use residential and commercial developments to complement existing residential and industrial uses. Two- and three-story buildings will transition mixed-use development with existing uses while creating live-work opportunities and expanding access to essential goods and services. Public and private realm improvements will improve the walking experience and encourage transit use.



A vibrant street frontage accommodating pedestrians is envisioned along Telegraph Road with extensive landscaping connecting Santa Fe Springs Town Center and a future Downtown.



I-5 Freeway Corridor

The I-5 Freeway Corridor Focus Area continues a long-established land use policy to promote regional-serving commercial uses along this highly visible travel route. The intent is to attract and retain businesses that require significant square footage and can capture a greater share of regional spending, and to improve the physical appearance of the corridor to distinguish Santa Fe Springs.

Objectives

- Increase hotel and lodging businesses.
- Attract businesses with regional trade areas.
- Enhance opportunities for businesses that require freeway visibility and/or significant square footage.

Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to public streetscapes, and general atmosphere for the I-5 Freeway Corridor Focus Area:

1. New buildings and parking lots will be designed to be high quality, aesthetically pleasing, and visible from the I-5 freeway.
2. Signage will be engaging while not distracting to freeway motorists.
3. Enhance the aesthetics by including attractive and themed landscaping throughout the corridor.
4. Encourage welcome signs and/or markers to establish entry into Santa Fe Springs.

Land Use and Urban Form

The Freeway Commercial land use category permits commercial uses requiring large square footage, parking, and freeway visibility. This designation emphasizes regional commercial services and attractions such as hotels and lodging, vehicle dealerships, and entertainment uses. New developments will be dynamic, providing multi-modal access and parking while promoting pedestrian safety and connectivity. High-quality design will ensure seamless transition with adjacent land uses.



Regional-serving commercial uses are envisioned for the I-5 Freeway Corridor with hospitality, regional commercial, and business parks, and other uses that take advantage of the freeway visibility.



Former Vons Distribution Center

The Former Vons Distribution Center Focus Area is a 77-acre site visible from Interstate 5. For many years the site has been used as a regional goods distribution facility, with attendant heavy truck traffic impacting adjacent Norwalk neighborhoods which have been designated by the State as a “disadvantaged community” due to less than optimum health and socioeconomic conditions. The intent is to transition a portion of the existing industrial and warehouse uses to a mixed-use employment center with professional offices, research and development, and clean flex industrial.

Former Vons Distribution Center Objectives

- Facilitate redevelopment of industrial properties.
- Establish a cluster of professional and creative offices.
- Create opportunities for clean industrial and maker spaces.
- Minimize trucking and related impacts on surrounding residential neighborhoods.
- Attract businesses that provide skilled labor and professional jobs and that have the potential to generate tax revenues for the City.

Envisioned Character

The following images illustrate examples of the intended design and character of new development, improvements to public streetscapes, and general atmosphere for the Former Vons Distribution Center site:

1. Existing industrial uses will transition to professional offices, research and development, and industrial flex to promote new opportunities.
2. The industrial flex designation will allow for creative offices and maker spaces.
3. New offices, industrial flex, and multi-use developments will complement adjacent neighborhoods.
4. In addition to clean industrial and maker spaces, the industrial flex land use designation will allow a wider range of uses such as restaurants and retail.

Land Use and Urban Form

This new district will have a business park setting, with attractive streetscapes, modern buildings, and amenities for employees. Buildings will be two to three stories along Bloomfield Avenue and Excelsior Drive, with taller buildings allowed on the property interior.



The former Vons Distribution Center site will balance a business park and industrial uses.



Infill Sites for New Residential and Commercial Development

The regional demand for housing and the City’s commitment to increasing opportunities for people of all income levels to live in Santa Fe Springs means that appropriately zoned properties need to be available where conflicts between residential and industrial uses can be minimized. The Land Use Plan designates sites for residential use that historically have supported industrial activities, with commercial uses and deep,

well-landscaped setbacks planned as buffers. Figures LU-8 and LU-9 illustrate how two such sites might be redeveloped to expand housing opportunities, create spaces for locally servicing commercial businesses, and allow nearby industrial activity to continue.

Figure LU-8: Telegraph Road/Bloomfield Avenue Infill Site



This infill site is located at the southeast corner of Telegraph Road and Bloomfield Avenue on vacant properties that includes active and abandoned oil wells and associated pipelines. Commercial and retail uses could be accommodated along Telegraph Road. Along Bloomfield Avenue, development could allow standalone residential development and live-work units directly fronting the street. Several oil wells may remain active and will be buffered from residential and commercial buildings.

Figure LU-9: Florence/Norwalk Boulevards Infill Site



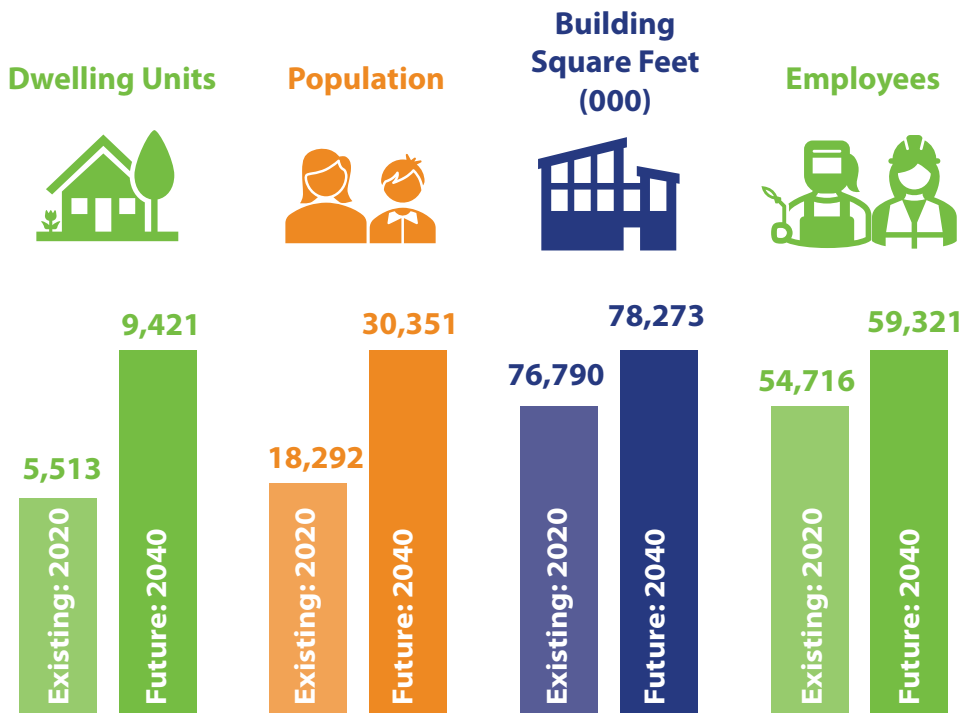
This infill site is located between Lakeland Road, Norwalk Boulevard, Fulton Wells Avenue, and Florence Avenue. Residential development could consist of residential townhomes. Commercial development could consist of a neighborhood shopping center with retail, commercial services, and restaurants located at the property on the southwest corner of Florence Avenue and Norwalk Boulevard. The shopping center could include multiple retail pads and an anchor store.



Land Use Plan Build Out

Implementation of the Land Use Plan will result in new housing units in Santa Fe Springs. Table LU-2 presents the estimated build out potential for housing units, nonresidential building square footage, and jobs that could be generated by the Land Use Plan and overarching growth strategy. Figure LU-10 summarizes the build out numbers between 2020 and 2040. These estimates provide a tool to monitor growth, representing informed estimated projections of future development. The actual development will likely vary.

Figure LU-10: Land Use Build Out Summary



Source: City of Santa Fe Springs and MIG, 2020.

Table LU-2: Land Use Plan Build Out

Land Use Designations	Santa Fe Springs					Sphere of Influence					Planning Area				
	Net Acres	Dwelling Units	Population	Non-Residential Building Square Feet	Employees	Net Acres	Dwelling Units	Population	Non-Residential Building Square Feet	Employees	Net Acres	Dwelling Units	Population	Non-Residential Building Square Feet	Employees
Residential															
Low Density Residential	413.4	3,561	11,111			521.5	3,870	16,224			934.9	7,431	27,335	-	-
Medium Density Residential	140.7	2,705	8,882			353.5	2,432	10,409			494.2	5,137	19,291	-	-
High Density Residential	6.3	241	791			47.2	1,001	3,824			53.5	1,242	4,615	-	-
Sub Total	560.4	6,507	20,784	-	-	922.2	7,303	30,457	-	-	1,482.6	13,810	51,242	-	-
Commercial															
Commercial	123.0			2,190,300	3,141	42.7			535,700	510	165.7	-	-	2,726,000	3,651
Freeway Commercial	156.7			2,405,200	1,964	-				-	156.7	-	-	2,405,200	1,964
Business Park	178.5			2,968,500	3,083	-				-	178.5	-	-	2,968,500	3,083
Sub Total	458.2	-	-	7,564,000	8,188	42.7	-	-	535,700	510	500.9	-	-	8,099,700	8,698
Mixed Use															
Mixed Use (40 du/ac)	38.1	832	2,732	292,300	970	-	-	-		-	38.1	832	2,732	292,300	970
Mixed Use TOD (60 du/ac)	36.6	1,436	4,714	237,200	530	-	-	-		-	36.6	1,436	4,714	237,200	530
Downtown (40 du/ac)	71.8	646	2,121	1,438,000	3,450	-	-	-		-	71.8	646	2,121	1,438,000	3,450
Sub Total	146.5	2,914	9,567	1,967,500	4,950	-	-	-	-	-	146.5	2,914	9,567	1,967,500	4,950
Industrial															
Light Industrial	706.5			13,712,700	10,885	22.6			92,500	300	729.1	-	-	13,805,200	11,185
Industrial	2,454.0			54,414,400	33,979	-				-	2,454.0	-	-	54,414,400	33,979
Sub Total	3,160.5	-	-	68,127,100	44,864	22.6	-	-	92,500	300	3,183.1	-	-	68,219,600	45,164
Public Facilities, Parks, and Open Space															
Public Facilities	113.0			615,000	1,319	146.3			672,000	726	259.2	-	-	1,287,000	2,046
Parks and Open Space	91.8					111.3					203.1	-	-	-	-
River and Creeks	56.6					16.8					73.5	-	-	-	-
Railroad Right-of-Way	153.6					-					153.6	-	-	-	-
Street Right-of-Way	940.4					388.9					1,329.3				
Sub Total	1,355.4	-	-	615,000	1,319	663.3	-	-	672,000	726	2,018.7	-	-	1,287,000	2,046
GRAND TOTAL	5,681.0	9,421	30,351	78,273,600	59,321	1,650.8	7,303	30,457	1,300,200	1,536	7,331.8	16,724	60,808	79,573,800	60,857

Source: City of Santa Fe Springs and MIG, 2020.



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Goals and Policies

The following goals and policies will guide land use decision-making and will work in tandem with goals and policies in the Economic Development Element to achieve economic development objectives and the Housing Element to continue to provide land use capacity to support Regional Housing Needs Allocation (RHNA) targets.

To help identify those goals and policies that align with the General Plan Guiding Principles, the following symbols are used:

- HS** Healthy and Safe Neighborhoods
- ES** Economic Strength and Local Businesses
- D** Downtown
- DE** Diversified Economy
- EJ** Environmental Justice
- CSE** Clean and Sustainable Environment
- ARC** Adaptive and Resilient Community
- EI** Equitable and Inclusionary
- ADT** Active and Diverse Transportation
- T** Technology

GOAL LU-1: A BALANCED COMMUNITY OF THRIVING BUSINESSES, HEALTHY NEIGHBORHOODS, EXCELLENT COMMUNITY FACILITIES, AND INTERESTING PLACES

- Policy LU-1.1:** **Small Community Character.** Retain the City’s small-town character by maintaining the scale of established residential neighborhoods and integrating new residential development into the community fabric. **HS**
- Policy LU-1.2:** **Economic Diversity.** Support a diversified economy with a balance of small and large businesses across a broad range of industries that provide employment, commercial, and experiential opportunities. **DE**
- Policy LU-1.3:** **Downtown.** Create a thriving Downtown District that supports a complementary mix of residential and nonresidential uses and provides community gathering spaces. **D**
- Policy LU-1.4:** **Transit-Oriented Development.** Develop transit-oriented districts around commuter rail stations to maximize access to transit and create vibrant new neighborhoods. **ADT**
- Policy LU-1.5:** **Land Use Transitions.** Apply appropriate screening, buffers, transitional uses, and other controls to transition from industrial and commercial uses to any adjacent residential uses and thus reduce potential noise and air pollution impacts. **EJ**
- Policy LU-1.6:** **Community Benefits.** Ensure that new development(s) provide a net community **HS**



benefit and pays their fair share of fiscal impacts on infrastructure and services.

Policy LU-1.7:

Healthy Neighborhoods.

HS

Improve community health by ensuring equal access to parks, affordable and good-quality fresh food and community facilities, and by reducing pollution burdens.

Policy LU-1.8:

Jurisdictional Consultation.

HS

Consult with jurisdictions and agencies when proposed development projects and/or infrastructure improvements within the West Whittier-Los Nietos and South Whittier Sphere of Influences or along the City borders that may affect the community.

DE

Industrial and Employment Districts

GOAL LU-2: INDUSTRIAL BUSINESSES THAT STIMULATE ECONOMIC DEVELOPMENT AND JOB GROWTH

Policy LU-2.1:

Diverse Industrial Activities.

DE

Strengthen the diversity of industrial uses, emphasizing manufacturing, biotechnology, technology, commercial innovation, research and development, and clean industries.

Policy LU-2.2:

Expanding Industrial Base. Apply the following criteria when encouraging new industries to locate and established businesses to remain in the City, and when considering proposed expansion of existing industries:

DE

- Contribute to the local tax base
- Offer well-paying, skilled

employment opportunities

- Consider the level of intensity with regards to land use. Develop a reasonably high intensity of land use - but not so high as to produce excessive traffic congestion or environmental degradation. Industries that use extensive land areas without substantial improvements or employment should be discouraged.
- Provide a favorable relationship between the costs of providing municipal services and the municipal benefits produced
- Responsibly manage or minimize environmental impacts locally and regionally

Policy LU-2.3:

Green Businesses. Pursue businesses associated with the "green economy" and clean technology companies.

CSE

Policy LU-2.4:

Beneficial Businesses. Discourage establishment of businesses that have limited potential to contribute to the local tax base or create high-paying jobs.

DE

Policy LU-2.5:

Employment Districts. Create employment districts that foster innovation in research and development.

DE

Policy LU-2.6:

Business Park District. Use the Business Park District to encourage development of small campus-style districts

DE



that support a complementary mix of professional offices, research and development, supporting commercial, and light manufacturing uses.

Policy LU-2.7: **Support Services.** Encourage commercial service and dining businesses that support the employee population and serve local residents.



Policy LU-2.8: **Business Catalyst.** Catalyze business growth with programs ranging from incentives to help drive private investments, and create/improve the necessary infrastructure for growth, networking, communications, and business development.



GOAL LU-3: CLEAN INDUSTRIAL BUSINESSES

Policy LU-3.1: **Hazardous Uses.** Regulate and monitor uses that use, store, produce, or transport toxic substances, unhealthy air emissions, and other pollutants or hazardous materials.



Policy LU-3.2: **Appropriate Siting.** Site heavy industrial, large warehouses, and trucking and logistics in areas where the location and roadway pattern will provide minimal impacts on residential and commercial uses.



Policy LU-3.3: **Freight and Industrial Green Technology.** Encourage technological solutions to reduce pollutants and airborne emissions associated with rail and road freight transport and other industrial operations.



Policy LU-3.4: **Repurpose Petroleum Production Lands.** Encourage the remediation and



development of properties transitioning from petroleum production.

Policy LU-3.5: **Oil Fields.** Encourage efficient and compatible methods for extracting the remaining petroleum resources and the removal of unused oil field equipment and storage facilities.



Policy LU-3.6: **Environmental Preservation of Oil Field Sites.** Monitor and ensure that efficient and environmentally sound techniques are used in abandoning oil field sites.



Policy LU-3.7: **Contaminated Land Remediation.** Encourage the proper cleanup and remediation of lands that are contaminated, prioritizing cleanup near and within disadvantaged communities.



Policy LU-3.8: **Green Industrial Operations.** Encourage industrial businesses to utilize green building strategies, green vehicle fleets, energy-efficient equipment, and support renewable energy systems.



Commercial Districts

GOAL LU-4: VIBRANT COMMERCIAL DISTRICTS AND CORRIDORS THAT PROVIDE CONVENIENT ACCESS TO A VARIETY OF SERVICES AND GOODS

Policy LU-4.1: **Diverse Range of Goods and Services.** Accommodate a diverse range of commercial businesses in commercial and industrial zoning districts.



Policy LU-4.2: **Shops and Services.** Encourage development of



ES

shops and services for everyday needs—including groceries, day care, cafes and restaurants, banks, and drug stores—within an easy walk from residential neighborhoods.

Policy LU-4.3:

ES

Essential Services. Target commercial essential services to locate in underserved areas of the City, including a grocery store in western Santa Fe Springs.

Policy LU-4.4:

ES

Entertainment and Experiential Commercial. Encourage a variety of local and regional entertainment and experiential destinations that respond to a range of preferences of residents and the businesses community.

Policy LU-4.5:

DE

Hospitality. Promote new hospitality uses within the proposed Downtown and along the I-5 Freeway Commercial Corridor and encourage supportive commercial services, including complementary restaurants and entertainment uses.

Policy LU-4.6:

DE

Appearance of Commercial Corridors. Enhance the appearance of all commercial corridors and districts.

Policy LU-4.7:

DE

Adaptive Reuse and Redevelopment. Collaborate with business owners and landowners with underinvested properties to support adaptive reuse and redevelopment.

Policy LU-4.8:

T

Experiential Enhancement. Encourage and support the use of technology to enhance customer experience,

including but not limited to virtual reality, location-based computing, robotics, and internet connectivity and communications.

GOAL LU-5: AN ATTRACTIVE AND ENHANCED I-5 FREEWAY CORRIDOR

Policy LU-5.1:

DE

Freeway Commercial Corridors. Accommodate and encourage regional-serving uses along the I-5 freeway corridor focusing on regional retail trade, professional offices and businesses, hospitality and entertainment, and compatible light industrial and manufacturing of specialty goods.

Policy LU-5.2:

DE

Freeway Visibility and Accessibility. Promote the design of freeway-oriented signage and property frontages that cater to vehicular visibility and accessibility and encourage public gateway elements that identify entry into Santa Fe Springs.

Policy LU-5.3:

DE

Freeway Corridor Design. Enhance design standards for the I-5 corridor to create consistent and authentic design elements for site planning, architecture, landscaping, signage, and wayfinding features.

Residential Neighborhoods

GOAL LU-6: NEIGHBORHOODS THAT OFFER A DIVERSITY OF HOUSING TYPES AND COMMUNITY SERVICES

Policy LU-6.1:

ES

Access to Services and Amenities. Provide convenient multi-modal access from every neighborhood to schools,



parks, religious institutions, retail and commercial services, restaurants, healthy and fresh food options, and community facilities.

Policy LU-6.2: Neighborhood Improvements.

HS

Continue to improve residential neighborhoods by enhancing streetscapes and crosswalks, increasing the number of trees, creating conditions that encourage walking and bicycling, integrating green infrastructure and communications technology, and allowing connectivity to activity areas and community facilities.

Policy LU-6.3: Housing Choices. Ensure zoning regulations

EI

accommodate a range of housing types at all price levels, both ownership and rental, for people in all stages of life.

Policy LU-6.4: Diverse Communities.

EI

Promote mixed-income communities with mixed housing types to create inclusive and economically diverse neighborhoods.

Policy LU-6.5: Disadvantaged

EI

Neighborhoods. Ensure disadvantaged neighborhoods have access to healthy foods, parks and open spaces, mobility options, community services and programming, and safe and sanitary homes.

Policy LU-6.6: Neighborhood Parking.

HS

Protect residential neighborhoods from parking spillover impacts from adjoining non-residential uses and facilities.

Policy LU-6.7: Neighborhood Character.

HS

Preserve and enhance the single-family nature of the community.

Policy LU-6.8: Community Facilities. Locate

HS

community facilities, such as shopping areas, places of worship, clubs, and governmental offices on the periphery of residential areas so as to have both convenient vehicular access from arterial streets (without inducing traffic over local residential streets) and convenient pedestrian access from adjacent residential areas.

MIXED USE DISTRICTS

GOAL LU-7: A CENTRALLY LOCATED AND VIBRANT DOWNTOWN

Policy LU-7.1: Main Street Environment.

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Create a main street environment by integrating business, residential, hospitality, commercial, and public uses, and designing building(s) and the street(s) and sidewalks to create a pedestrian-friendly, walkable environment with strong social and civic connections.

Policy LU-7.2: Employment Opportunities.

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Maintain and enhance the concentration of employment opportunities, in both the public and private sectors, that establish the foundation for a sustainable downtown district.

Policy LU-7.3: Placemaking. Create a

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pleasurable, vibrant downtown environment by focusing on thematic design elements: unique streetscapes, gateways, landmarks, wayfinding systems,



public art, street trees and landscaping, public spaces, enhanced street corners, and urban green spaces.

Policy LU-7.4:



Gathering Places. Activate downtown by creating places for people to socialize in flexible public spaces for community events and activities, such as street fairs, farmers’ markets, arts festivals, celebrations, concerts, and other special events.

Policy LU-7.5:



Day/Night Environment. Make downtown a day/night place with residences, restaurants, commercial service businesses, and entertainment venues.

Policy LU-7.6:



Rich Cultural Environment. Integrate public art that contributes to the civic and cultural life of the City, and that reflects the City’s history and heritage.

Policy LU-7.7:



Telegraph Road. Transform Telegraph Road between Orr and Day Road and Bloomfield Avenue to create a unifying mixed-use corridor with vibrant commercial services and diverse housing options that complement surrounding business districts, with activated street frontages, pedestrian-friendly streetscapes, attractive gateway elements, architectural design themes, public art, street trees, and landscaping features.

GOALS LU-8: VIBRANT MIXED-USE, PEDESTRIAN-FRIENDLY DISTRICTS AROUND TRANSIT STATIONS

Policy LU-8.1:



Transit-Oriented

Development. Promote development of high-density residential uses, mixed use, and commercial services within walking distance of commuter rail transit stations.

Policy LU-8.2:



Community Supporting

Environment. Integrate land uses and urban form that support community needs, including vibrant retail environment, buildings along the street, restaurants and commercial services, healthy food options, and quality public and private parks.

Policy LU-8.3:



Housing Options.

Accommodate housing options for all income levels.

Policy LU-8.4:



Improved Infrastructure.

Improve street infrastructure around transit stations to accommodate pedestrians and bicyclists.

Policy LU-8.5:



Streetscapes.

Create streetscapes that include amenities for visual interest and pedestrian accommodation, sidewalks that are offset from the curb, seating, trees for shade, and green buffers.

Policy LU-8.6:



Lively and Vibrant Pedestrian Frontages.

Design mixed-use and commercial corridor buildings to activate street frontages and promote social interaction through creative and innovative design strategies.



Open Spaces

GOAL LU-9: QUALITY OPEN SPACES AND URBAN GREENERY CITYWIDE

Policy LU-9.1: **Parks and Open Space.** Preserve, protect, and maintain parks and recreation facilities as critical spaces in Santa Fe Springs, recognizing that such uses contribute to a local high quality of life.

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Policy LU-9.2: **Private and Common Open Space.** Require the provision of adequate on-site open space and communal areas for industrial developments, and all residential types and densities.

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Policy LU-9.3: **Setbacks.** Promote greenery and active street frontages throughout the City by requiring well-landscaped and well-maintained setbacks, including sidewalks that meander and/or otherwise setback from the curb face.

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Policy LU-9.4: **Small Parks and Plazas.** Establish a network of small parks and plazas with amenities such as seating, lighting, and public art. Explore innovative methods and private partnerships for funding and constructing these new public spaces.

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Policy LU-9.5: **Leverage Underutilized Space.** Leverage underutilized sidewalks, medians, parking spaces and vacant land to incorporate temporary and permanent public spaces and green infrastructure.

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Public Facilities

GOAL LU-10: EQUITABLE ACCESS TO AND DISTRIBUTION OF PUBLIC FACILITIES

Policy LU-10.1: **Joint Use of Land.** Pursue opportunities for the joint use of land devoted to community facilities and services. Such joint use may include combined school and recreation sites, and passive open space uses beneath power transmission rights-of-way and within channels or river floodways.

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Policy LU-10.2: **Locations.** Develop public facilities at locations where they most efficiently serve the community and are compatible with current and future land uses.

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Policy LU-10.3: **Community Involvement.** Encourage community involvement to assess the needs of City residents to determine priorities for the rehabilitation or new construction of public facilities.

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Policy LU-10.4: **Available Land for Public Uses.** Protect those lands needed for public and quasi-public services which benefit the City as a whole.

EI

Policy LU-10.5: **Town Center Plaza.** Assess the Town Center Plaza facilities and structures to consider modernization projects to improve sustainability, efficiency, and technology to improve services to the public, as feasible.

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Policy LU-10.6: Public Facilities Modernization. Review and evaluate all public facilities to ensure structures are improved to be more sustainable, utilize digital tools, improve user centric design, and favor technological solutions and platforms, as feasible.



Policy LU-10.7: Smart City and Technology. Modernize antiquated City technology systems to reduce costs, improve efficiency, and empower employees to improve service, including digitize, automate, and integrate City services to be "user-friendly."



Policy LU-10.8: Sustainability Improvements. Improve energy and water efficiency at all public facilities, structures, and parks, using data to benchmark progress, and utilize analytics to identify best practices.



Community Design

GOAL LU-11: WELL-DESIGNED, ATTRACTIVE BUSINESS DISTRICTS AND NEIGHBORHOODS

Policy LU-11.1: Signature Design. Require developments along major corridors and at City entries to use distinctive architectural, landscaping, and site design treatments.



Policy LU-11.2: Public Art. Encourage public artwork within public rights-of-way, along streetscapes, at gateways, and integrated into private projects in a manner visible to the public and that encourages the City's cultural and historical elements.



Policy LU-11.3: Community Image. Encourage a unique and consistent community image that celebrates Santa Fe Springs' cultural and historic heritage and incorporates sustainable development approaches.



Policy LU-11.4: Visual Character. Encourage development that enhances the visual character, quality, and uniqueness of residential neighborhoods and commercial and industrial districts.



Policy LU-11.5: Trees and Landscaping. Encourage visually attractive residential neighborhoods by expanding climate-appropriate street trees and other types of streetscape and hardscape, and by using attractive drought-tolerant landscaping.



Policy LU-11.6: Industrial Design. Insist upon distinctive architecture, landscaping, and shade trees along street frontages and on private property that defines the character of industrial and commercial districts.



Policy LU-11.7: Vibrant Streetscapes. Design streetscapes to provide an opportunity to blend business, transportation, and users into a vibrant, unified space through placemaking, public art, lighting, landscaping, and gateway entry elements, and to reduce visual clutter.



Policy LU-11.8: Neighborhood Context. Consider adjoining neighborhood context when planning new residential uses.





Policy LU-11.9: Underground Utility Poles/Wires.

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Establish strategies and programs to gradually place utilities underground throughout the City, with special emphasis on corridors.

Policy LU-11.10: Community Safety.

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Encourage development design that enhances community safety via crime prevention through environmental design (CPTED) approaches.

Policy LU-11.11: Code Enforcement.

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Foster and maintain a proactive code enforcement program that involves collaboration with stakeholders, responds to community needs, and maintains and improves the quality of properties and buildings.

Policy LU-11.12: Light Pollution.

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Minimize light pollution by limiting the amount and type of lighting within new developments.

Historical and Cultural Resources

GOAL LU-12: HISTORICAL AND CULTURAL ASSETS THAT ARE PROTECTED, PRESERVED, AND CELEBRATED.

Policy LU-12.1: Historical. Preserve and enhance sites of historical or cultural interest.

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Policy LU-12.2: Historic Preservation. Assess the historical significance of additional properties and encourage the preservation of public and private buildings which are of local, historical, or cultural importance.

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Policy LU-12.3: Archaeological Resources.

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Assure that all development properly addresses the potential for subsurface archeological deposits by requiring archeological surveys during the development review process as appropriate.

Policy LU-12.4: Cultural Resources.

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Review all development and redevelopment proposals for the possibility of cultural resources, including the need for individual cultural resource studies and subsurface investigations.

Policy LU-12.5: Railroad History.

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Expand historic preservation and education that focuses on railroad historic resources and remaining historical articles and facilities.

Policy LU-12.6: Historic District. Consider evaluating and designating Civic Center and Heritage Park properties into a Historic District reflecting multiple periods of significance.

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