

PUBLIC REVIEW DRAFT

SANTA FE SPRINGS 2040 GENERAL PLAN



Re-Imagine
Santa Fe Springs

NOVEMBER 2021

2040 GENERAL PLAN

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PUBLIC REVIEW DRAFT

SANTA FE SPRINGS 2040 GENERAL PLAN

City of Santa Fe Springs

11710 East Telegraph Road
Santa Fe Springs, CA 90670
www.santafesprings.org/

Public Review Draft: October 2021



ACKNOWLEDGEMENTS

CITY OF SANTA FE SPRINGS

City Council

John M. Mora, Mayor
Annette Rodriguez, Mayor Pro Tem
Jay Sarno, Councilmember
Juanita A. Trujillo, Councilmember
Joe Angel Zamora, Councilmember

City Staff

Ray Cruz, City Manager
Wayne M. Morrell, Director of Planning
Cuong Nguyen, Assistant Director of Planning
Laurel Reimer, Planning Consultant (Sagecrest Planning+Environmental)
Jack Wong, Planning Consultant (JWA Urban Consultants)

CONSULTING TEAM

MIG

Laura R. Stetson, AICP, Principal-in-Charge
Jose M. Rodriguez, Project Manager

Fehr & Peers, Inc.

Transportation

Sarah Brandenburg, Principal-in-Charge
Fatemeh Ranaiefar, Project Manager

The Natelson Dale Group

Economic Development

Roger Dale, Principal-in-Charge
Alan Levenson, Senior Associate

Planning Commission

Ken Arnold, Chairperson
Gabriel Jimenez, Vice Chairperson
Francis Carbajal, Commissioner
Johnny Hernandez, Commissioner
William K. Rounds, Commissioner

General Plan Advisory Group

Ralph Aranda
Ken Arnold
Andrew Bojorquez
Craig Campbell
Amy Catt
Kelly Collazo
Kathie Fink
Mike Foley
Sally Gaitan
Steven Hillgren
Cindy Jarvis
Rick Landis
Jeannette Lizarraga
Maya Mercado-Garcia
Kharisma Ruiz
Jasmine Rodrigues
Jack Sokoloff
Tom Summerfield
Lisa Velasquez
Stephane Wandel



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CHAPTER 1

INTRODUCTION

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Re-Imagine
Santa Fe Springs

2040 GENERAL PLAN

A large, curved stone wall with a white sign in the center. The sign reads "WELCOME TO SANTA FE SPRINGS". The wall is surrounded by a fountain with several water jets. In the background, there are large green trees, some with pink flowers. The scene is set on a grassy area next to a paved road.

**WELCOME TO
SANTA FE SPRINGS**



THE VISION FOR SANTA FE SPRINGS 2040

We are a strong, diverse, and balanced community where industrial businesses thrive, neighborhoods offer many housing choices, and residents enjoy ready access to parks, transit, local-serving shops, restaurants, and entertainment destinations.

Our well-maintained neighborhoods, distinguished schools, commitment to public safety, and outstanding community services create an exceptional quality of life.

Our families live in Santa Fe Springs for many generations, choosing to raise children in a community that respects and responds to cultural values.

With a strong industrial sector as an economic foundation, we remain committed to providing a welcoming environment for businesses that contribute to the local tax base, offer well-paying jobs for skilled labor, and responsibly manage their environmental impacts locally and regionally.

As an active, participatory community, we engage in local government, participate in community events, and celebrate family-oriented activities and social gatherings within vibrant public spaces. Our community is respectful and inclusive. Our governance values are accountability and transparency, and our leaders make decisions on behalf of the community with integrity, impartiality, and honesty.

Santa Fe Springs: An unparalleled place to enjoy life and to prosper.



Introduction

In 2020, the City of Santa Fe Springs initiated a program to comprehensively update its General Plan. This vision statement reflects the City's plan to continue to evolve into a balanced community, one where the long-established industrial business base is complemented by new homes and neighborhoods that grow the local work force, a new downtown that provides community gathering places, transit-oriented districts around Metro's L Line and Metrolink stations, and civic improvements that serve both residents and the business community.

This General Plan 2040 establishes the policies and actions that will guide decisions toward achieving this vision. The plan addresses all considerations for creating a balanced, healthy community:

- The interrelationships of all land uses
- How goods and people move in, around, and through the City

- Homes for people of all income levels and in all life stages
- Well-designed and well-maintained infrastructure systems
- Environmental quality, including noise, air quality conditions, and water resources
- Parks and other places for people to recreate and enjoy community life
- Maintaining a safe living environment
- The equal ability of all residents to live in a safe and healthy environment



Recreation programs and events at park facilities allow residents to recreate and enjoy community life



Guiding Principles

Decision-making in Santa Fe Springs—by City leaders and City staff—is guided by these planning principles:



Healthy and Safe Neighborhoods

Promote healthy and safe neighborhoods with comprehensive approaches that consider best practices around land use, mobility, housing, environmental justice, community services, and design.



Economic Strength and Local Businesses

Strengthen the City’s industrial and office sectors while increasing and diversifying commercial businesses.



Diversified Economy

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.



Downtown

Support a downtown that showcases our rich history, celebrates local entrepreneurship, features our civic institutions, and encourages downtown living within a vibrant gathering place for the community.





Active and Diverse Transportation

Create an interconnected and active transportation system that recognizes and responds to the critical needs of businesses to move commerce while accommodating the equally important necessity for pedestrians, cyclists, transit users, and motorists to move around the City with convenience and ease.



Environmental Justice and Community Safety

Improve environmental conditions, noise conditions, and air and water quality for all residents and people working in the City by minimizing the impacts of industrial businesses, truck and commuter traffic, and contaminated lands.



Clean and Sustainable Environment

Insist upon remediation of contaminated land and take steps to prevent pollution from the different processes involved in industrial business operations. Improve local air quality and make rational use of natural resources to support environmental responsibility and the collective health of residents, employees, and visitors.



Equitable and Inclusionary

Engage residents and stakeholders in ensuring equitable and inclusive processes, policies, investments, and service systems. Our residents in disadvantaged communities have access to healthy foods, parks, mobility options activity, public programs, and safe homes.





Adaptive and Resilient Community

Protect people, infrastructure, and community assets from evolving climate threats and vulnerabilities, and from natural and human-caused hazards.



Technology

Embrace technology and innovative practices where digital technology and intelligent design can be harnessed to create smart, sustainable cities and adaptable infrastructure systems.





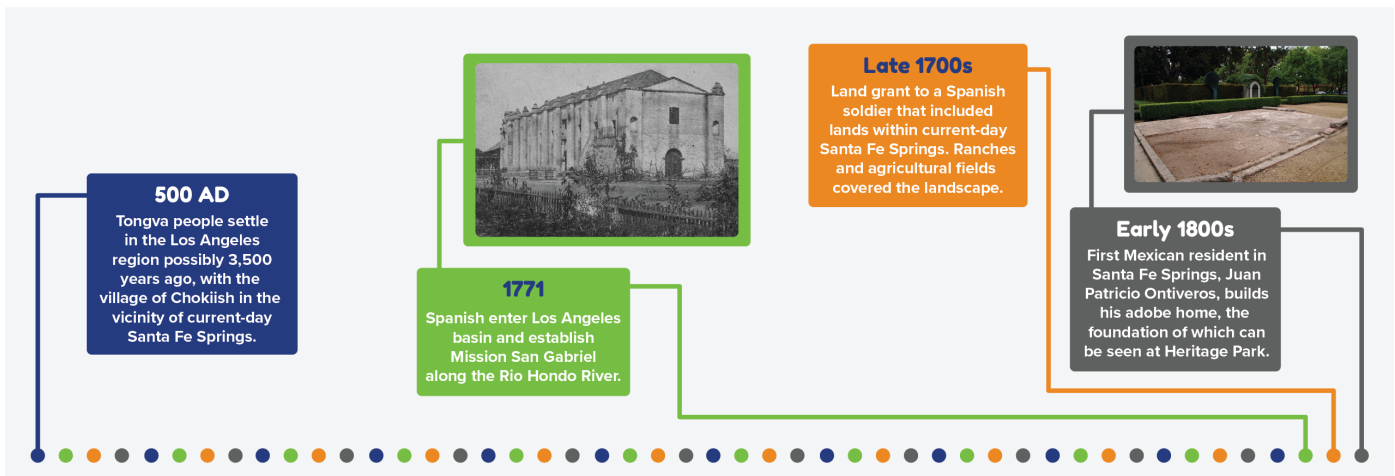
The Big Ideas

Re-Imagine Santa Fe Springs 2040 General Plan presents the following big ideas.

- **Integrating Transit-Oriented Communities and Mixed Uses.** The Land Use Element provides for transit-oriented communities around the Metro Norwalk Santa Fe Springs Metrolink Station and Metro’s planned L Line station on Washington Boulevard. These mixed-use communities integrate experiential retail, commercial services, restaurants, offices, and residential uses within a pedestrian-friendly environment that encourages transit use. Additionally, first- and last-mile strategies will make it easier to walk or bike to the transit stations.
- **Economic Development.** Santa Fe Springs benefits from a strong economic base of many forms of industrial businesses. The weekday population swells to over 55,000 people, demonstrating the strong employment foundation. The Economic Development Element identifies strategies to retain this base, court new businesses that benefit local residents in terms of well-paying jobs, attract businesses that provide sales tax revenues for the City, have limited environmental and public health impacts, and create a diversity of commercial enterprises to serve the residents and day-time workers.
- **Protecting Residential Neighborhoods from Pollution Burdens.** The Safety Element and Environmental Justice Element identify methods to address pollution burdens that can adversely affect residents: hazardous emissions, contaminated soils and water, and the release of diesel exhaust and particulate matter from truck tailpipes. Planned strategies include developing green buffer zones of trees and landscaping, substituting light industrial uses for manufacturing industries adjacent to and near neighborhoods, encouraging cleaner industrial activities and businesses, reducing truck idling, increasing enforcement, monitoring air quality, establishing clean-up priorities for long-contaminated properties, and expanding community education.
- **Active Transportation.** The Circulation Element builds upon the City’s efforts to encourage more walking and biking in the community by creating safer environments. Recommended pedestrian improvements include enhanced crosswalks, curb treatments, new signals and crossing beacons, reducing cut-through traffic, and new transit stop amenities. Planned improvements for cyclists include a new shared use path along Orr and

Historical Context: Santa Fe Springs Timeline

500 AD to 1800s





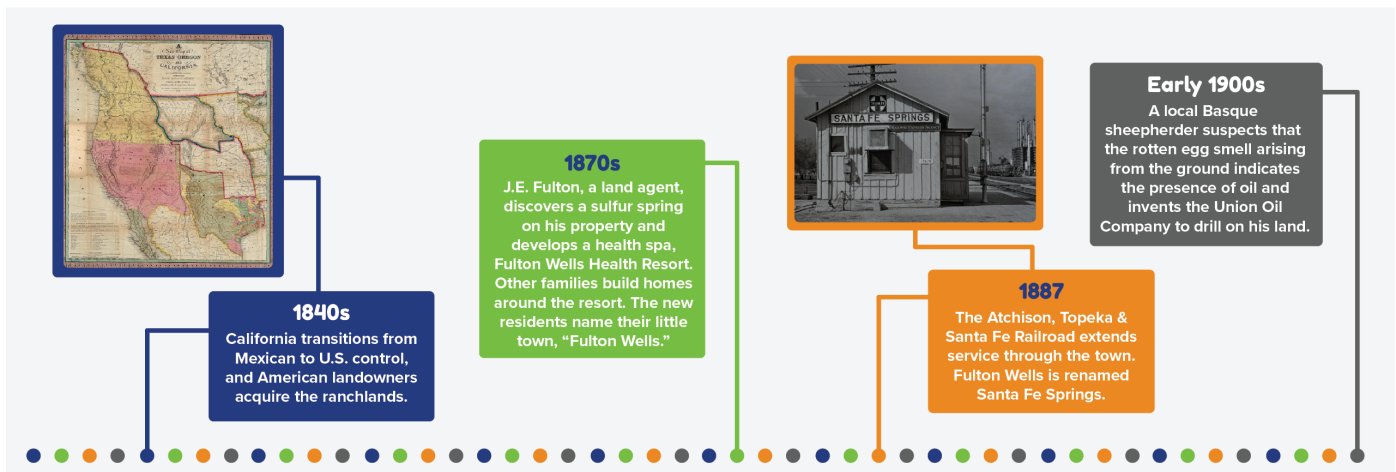
Day Road and buffered bike lanes and bicycle boulevards along certain streets to better link neighborhoods and schools.

- **Digital City and Technology.** Throughout all elements of the General Plan and within all facets of government operations, new policies will incorporate smart city strategies to improve day-to-day operations, create efficiencies and cost savings, improve sustainability, and ensure the community and businesses stay connected. New technologies can be implemented to manage traffic and parking, make public wi-fi available at community gathering spaces, and have people use apps and smart phones to learn of City events and activities.
- **Community Needs.** Through the Environmental Justice Element, this General Plan recognizes and prioritizes community health and employment needs, especially for neighborhoods identified as disadvantaged communities. These needs include increased access to parks and open space within certain neighborhoods, improved access to healthy foods, and expanded community engagement.

- **Downtown.** Santa Fe Springs envisions a new downtown at the center of the City that will create community gathering spaces, restaurants and entertainment venues, and hospitality uses all within a mixed-use, pedestrian-friendly environment. Commercial and office uses will be integrated with new homes and will connect with a current popular community spot: Heritage Park.
- **I-5 Freeway Corridor.** A vision has been established for properties and businesses along the I-5 Freeway Corridor that emphasizes regional-oriented commercial and hospitality uses will benefit from freeway visibility. Design and signage themes will create aesthetics and City recognition along this heavily traveled corridor.
- **Trucking Impacts.** New policies and land use changes are aimed to reduce the impacts of trucking uses, including limiting truck idling, types of trucking businesses near residential neighborhoods, and requiring truck businesses to pay their fair share of roadway damage. The goal is to improve air quality, reduce pollution burdens, and improve the paving of local streets.

Historical Context: Santa Fe Springs Timeline

1840s to 1900s





Planning Context

Examining the conditions and environment in place at the time this planning program began allows for a thorough understanding of the intent behind the General Plan goals and policies.

Demand for Industrial Land

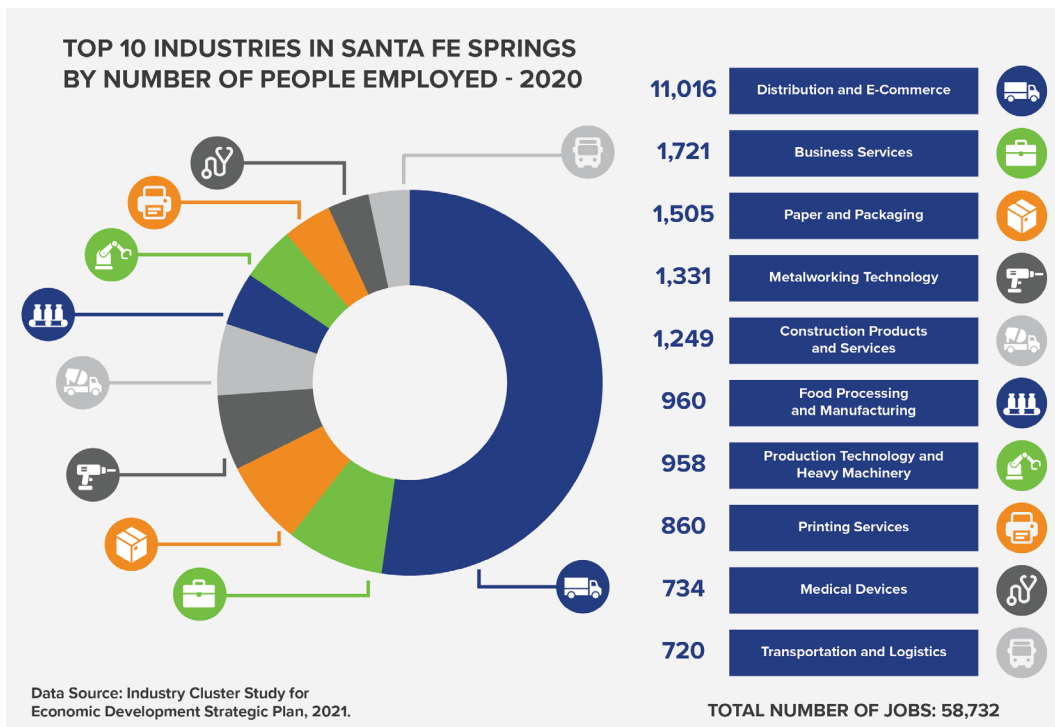
The Santa Fe Springs of 2020, when the General Plan process commenced, was a built-out city, with virtually no vacant properties remaining. The boom period of the 1980s and 1990s—when the City actively led redevelopment of former oil field sites and aging industrial properties—vanished almost entirely with the dissolution of the City’s redevelopment agency in 2012 by Governor Jerry Brown. In the post-redevelopment era, private redevelopment activity was driven largely by well-funded logistics industries looking to meet increasing consumer demands related to online shopping and rapid goods delivery. Interest by other industry clusters remained more moderate but steady, reflecting the City’s business-friendly environment and strategic location along Interstates 5 and 605. With the loss of redevelopment dollars, however, City leaders wished

to focus economic development efforts on industries and businesses that offer skilled labor jobs and sales revenues, with a diversity of industry types that guard against adversity as markets change.

Demand for Housing

The City’s population increased very modestly during the first two decades of the 2000s—from 16,413 in 2000 to 18,295 in 2020, with the increase primarily associated with development of the Villages at Heritage Springs neighborhood on a former oil field. However, the pent-up demand for housing throughout California resulted in the State legislature enacting several laws to encourage housing production and in the State Department of Housing and Community Development allocating significantly higher Regional Housing Need Assessment allocations to all cities and counties. For the housing planning period extending from 2021-2029, Santa Fe Springs was assigned a housing production goal of 952 units. This challenge required the City to examine the best places to create new housing opportunities without resulting in undesirable residential/industrial interfaces.

Figure I-1: Santa Fe Springs Top Employers





Residents’ Desires for Local Shops and Gathering Places

Santa Fe Springs has never had a real downtown. The Civic Center complex serves as a de facto center for community events, but residents have long expressed a desire for a vibrant downtown where they can shop, dine, and gather with friends. A downtown could also be a place with housing, hospitality, and offices.

The Civic Center’s library, aquatics center, Clarke Estate, and community garden can be complemented with urban-scale development, gradually replacing industrial and business park uses with three- to five-story mixed-use buildings and public plazas designed for pedestrian activity and creating a connection between the civic complex and Heritage Park. This is a bold vision but one which will transform the City center.



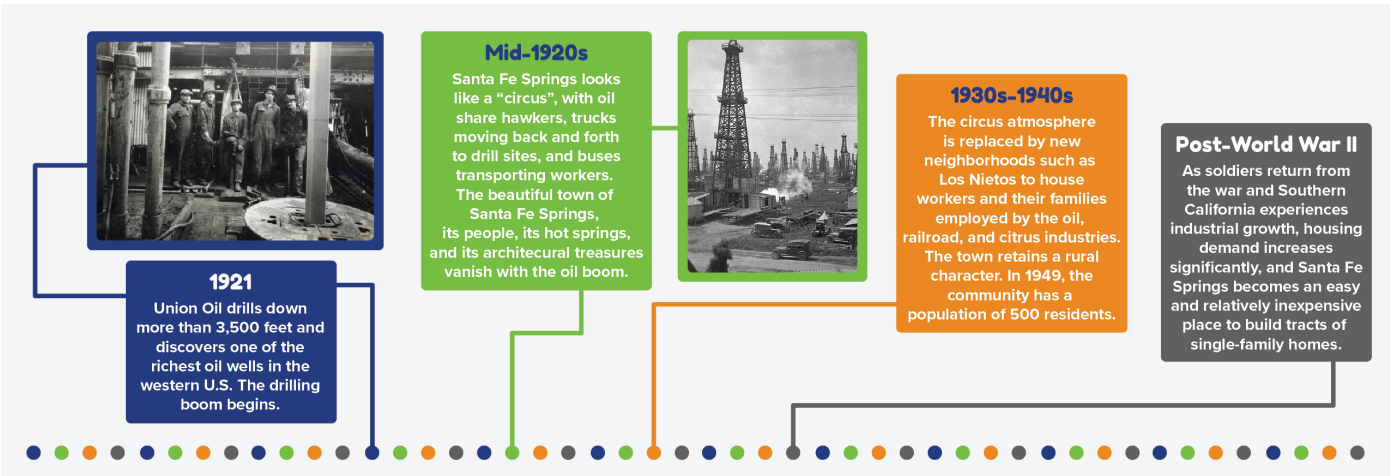
Gathering spaces



A vibrant downtown

Historical Context: Santa Fe Springs Timeline

1921 to Post-World War II





Evolving Mobility Modes and Infrastructure Needs

As a predominantly industrial city, Santa Fe Springs experiences substantial truck traffic. Also, with a daytime population of over 58,000 people working at industrial and other businesses, this means a lot of commute trips in and out of the City. The continuing rise of delivery services also adds to the vehicle load on local streets and competition for curb space—and anticipated competition for air space for delivery by drone.

Regional and statewide efforts to reduce traffic volumes and the associated pollutant emissions have driven several advancements in how Southern Californians commute and the types of vehicles we drive. Electric cars are no longer a curiosity, and electric trucks will join the fleet. The Los Angeles region has become a place where trains are a reliable commute mode and on-demand public bus transit encourages bus ridership. Extension of light rail service to a station in Santa Fe Springs will increase transit use. And residents' calls for improved walking and biking conditions means improvements to the local roadway system are needed to respond to multi-modal and interconnected mobility modes.



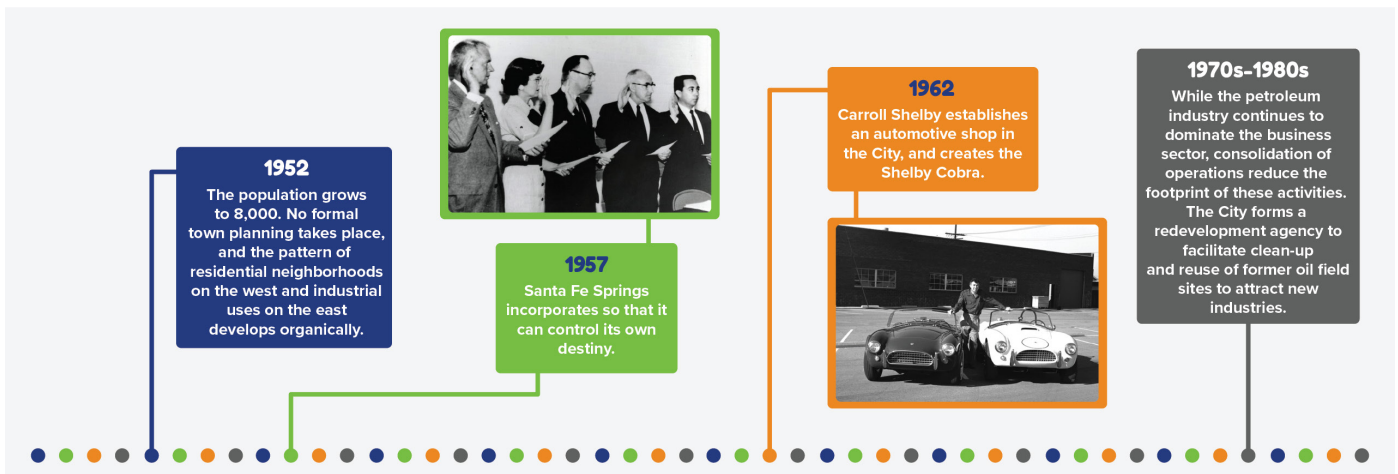
Vehicles commuting along Telegraph Road



Metro light rail trains parked at a station

Historical Context: Santa Fe Springs Timeline

1952s to 1980s





Environmental Justice Considerations

In 2016, the State legislature adopted Senate Bill 1000 to require that all general plans incorporate environmental justice considerations, either as a stand-alone element or integral to all elements. The legislative intent was to ensure planning policies correct the inequities historically experienced by low-income communities and communities of color: disproportionate pollution burdens, the associated health risks, and difficulties finding safe and suitable housing of their choice.

In the early days of Santa Fe Springs, residential neighborhoods developed relatively close to the oil fields operations and associated industries since many workers had limited ability to commute. When Interstate 605 was extended through the City, it was built immediately adjacent to the neighborhoods along the City’s western edge. Santa Fe Springs residents have long endured with health burdens created by these environments. Data from the 2020 California Communities Environmental Health Screening tool called CalEnviroScreen 3.0 indicate that virtually all neighborhoods in the City can be identified as “Disadvantaged Communities,” meaning that the adverse pollution and low socioeconomic attainment conditions in these areas are among the top 25 percent in the State.

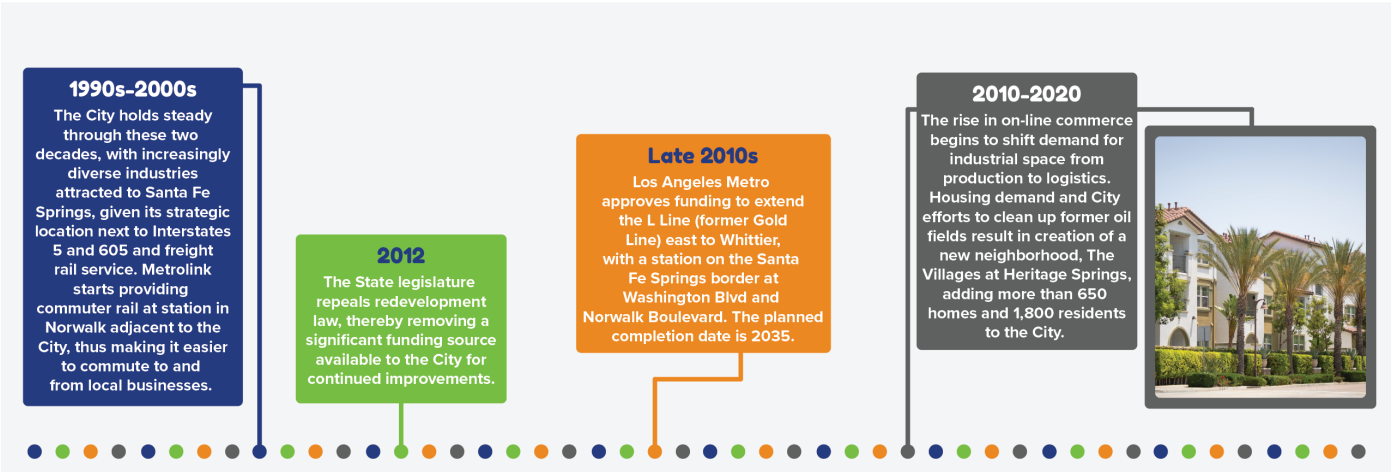
General Plan policies look to gradually ameliorate these conditions by reducing pollution exposure, improving local air quality conditions, providing ways for residents to improve their physical health, and encouraging creation of local well-paying jobs.



Light industrial uses

Historical Context: Santa Fe Springs Timeline

1990s to 2020





Using the General Plan

Every general plan in California is required to address the following topics as stand-alone chapters, called elements:

- **Land Use** to designate the type, intensity, and general distribution of all uses of land
- **Circulation** to correlate with the land use element and identify the location and extent of existing and planned roadways, rail routes, and other public infrastructure and facilities
- **Housing** to assess current and project housing needs for all economic segments of the community and to provide programs and policies to accommodate those needs
- **Conservation** to plan for the managed conservation and use of natural resources—water, forests, soils, rivers, and mineral deposits
- **Open Space** to detail measures for the preservation of all kinds of open space lands for resource protection, agriculture, outdoor recreation, and public health and safety
- **Noise** to identify community noise sources and to shape land use planning based on that knowledge

- **Safety** to protect the community from risks associated with fire, seismic and geologic hazards, flooding, and climate change impacts
- **Environmental Justice** to identify means to reduce pollution exposure, improve air quality, promote public facilities access, improve food access, address housing issues, and improve residents' health in identified disadvantaged communities

General plan law allows a jurisdiction to include any other element that may uniquely address a community's vision. These optional elements carry the same weight as a required element and must be consulted in the review of development applications and public investments.

The Santa Fe Springs General Plan consists of the following elements:

- Land Use
- Housing
- Circulation
- Open Space and Conservation
- Safety
- Environmental Justice

Figure E-2: General Plan Elements





- Noise
- Economic Development

The Economic Development Element is an optional element to the General Plan. With a large portion of the City devoted to industrial and commercial uses, the Economic Development Element focuses on identifying the pursuing businesses that are beneficial to the City, including increasing high-paying jobs, expanding local businesses, and ensuring sufficient resources to invest in public facilities and services.

Each element sets forth goals and policy direction used to guide decisions by the City Council, City commissions, and City staff. Critically, the annual budgeting process is guided by the General Plan, as are longer-range funding documents such as the City’s Capital Improvement Plan, which identifies planned improvements to roadways, parks, and other local facilities. Property owners use the plan to understand how they can use and develop their lands, and City planners use the plan to review those applications submitted for development. All new development and uses of properties must be consistent with the goals and policies in the General Plan.

With the exception of the Housing Element, which has very specific content requirements in State law, all elements have been structured similarly to allow for easy use and to identify the foundational reasons and

Goals, Policies, and Implementation Measures

Goal: A general direction-setter that describes the ideal future end related to the topic at hand. Usually not quantifiable or assigned a specific time for accomplishment.

Policy: A specific statement to guide decision-making and identifying a commitment to a particular course of action. To be most effective, a policy should be clear and unambiguous.

Implementation Measure: An action, procedure, program, or technique that carries out one or more policies. Can include a metric and should indicate a timeframe for accomplishment.

Source: State of California General Plan Guidelines, 2017.

principles underlying goals and policy direction at a much finer-grained level than described above.

In each General Plan element, the following icons indicate how a particular goal or policy implement the overarching objectives related to:

- 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



Public Engagement

Santa Fe Springs residents, business owners, and property owners all contributed to the vision and ideas expressed in this General Plan. Beginning in April of 2020, City staff undertook a series of engagement activities to promote and inform the General Plan update process. A key priority was to make participation easy, accessible, and bilingual. Communications materials and the social media campaign were conducted in English and Spanish.

The program leveraged a variety of outreach and engagement strategies, tools, and methods to encourage participation from a broad cross-section of the Santa Fe Springs community that represent the City’s diverse cultural groups, income levels, ages, interests, and needs. In particular, the program sought out and considered the viewpoints of Disadvantaged Communities (DACs) and groups that planning programs historically have not adequately engaged, such as communities of color, low- and moderate-income residents, seniors, youth, limited-English proficient individuals, people with disabilities, and individuals and groups often marginalized in civic engagement.

A dedicated **General Plan website** kept the public informed and invited comments at various program stages. Early in the program a series of stakeholder interviews and focus group discussions began to frame issues of concern and surface ideas and solutions to address those concerns. To reach an audience beyond these smaller groups, the City **published a survey**—both online and in paper form—to understand community priorities.

A **General Plan Advisory Group (GPAG)**, with membership including residents, business owners, school district representatives, youth, and the Chamber of Commerce, met five times to help craft the Vision and Guiding Principles, produce the preferred land use plan, identify desired circulation improvements, and shape goals and policies. The Planning Commission and City Council conducted joint study sessions to consider the GPAG’s recommendations. And while the public was invited to attend both the GPAG meetings and joint study sessions, they had more informal opportunities to contribute at four community workshops.

Prior to formal public hearings, City staff provided an overview of the entire General Plan to the Planning Commission and City Council, as well as the Circulation Element to the Traffic Commission, to allow for in-depth discussions. Public hearings proceeded quickly and smoothly, as the public was instrumental in shaping the plan during the 18-month update process and City decision-makers were kept informed at each step along the way.

Stakeholder Interviews and Focus Group Meetings



Online and Paper Survey



Project Website and Social Media



Community Workshops



General Plan Advisory Group (GPAG)



Joint Study Sessions with Commissions and Planning Commission and City Council Public Hearings





Community Conversations

The following are a sampling of some of the community comments received during the public engagement process. A full summary of public engagement activities and findings can be found in Appendix B (Santa Fe Springs General Plan Engagement Summary).

Allow seniors to access a grocery store by tram or public transportation

Continue with the many community events and maintain small community feeling

A desire for a safe and thriving community

Safety for bicyclists and pedestrians

Energy and water self-sufficiency and electric charging stations and solar

More shade trees along streets and attract greener businesses

Importance of incorporating City history in new development

There is a need to maintain the City and keep its beauty

Citywide internet: smart city

Need for more restaurants and something to do on the weekends; add outdoor plazas and dining spaces



Key Terms

Key terms used in this General Plan are defined here.

- **CALGreen** refers to the California Green Building Standards Code included in the California Code of Regulations (Title 24, Part 11), originally adopted in 2007 to establish building standards that move the State toward achieving greenhouse gas reduction targets. The code is periodically updated to reflect emerging technologies and revised reduction targets.
- **Climate Change** means a change in global or regional climate patterns.
- **Complete Streets.** A comprehensive approach to the practice and related policies of mobility planning. The complete street concept recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., pedestrians, bicyclists, transit riders, and drivers) that need to be accounted for.
- **Conservation** refers to the management and sustainable use of natural resources to minimize waste, destruction, or degradation.
- **Decibel.** A degree of loudness, or a unit used to measure how powerful or loud a sound or signal is using a logarithmic formula.
- **Density and Intensity** are quantitative measures used to describe the degree to which land can be used and developed.
- **Disadvantaged Communities.** Areas and people throughout California suffering most from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, presence of hazardous wastes, and high incidence of asthma and heart disease.
- **Dwelling Units per Acre (du/ac)** refers to the maximum number of residences, or dwelling units, allowed per acre of developable land. Density is measured in du/ac and only applies to residential uses.
- **Environmental Justice.** Environmental justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental regulations and policies implemented by local agencies.
- **Floor Area Ratio (FAR)** is a ratio of the gross floor area permitted on a site divided by the total net area of the site (exclusive of streets, alleys, and easements). Intensity is measured in FAR and typically describes nonresidential uses.
- **A Goal** expresses general direction or vision. It is an ideal future end related to the public health, safety, and general welfare of people living in, working in, and visiting Santa Fe Springs. A goal is a general expression of community values and may, therefore, be abstract in nature. Thus, a goal is generally not quantifiable or time dependent.
- **Global Warming** refers to the condition whereby carbon dioxide and other air pollutants and greenhouse gases collect in the atmosphere and absorb sunlight and solar radiation that have bounced off the Earth's surface. Normally, this radiation would escape into space, but these pollutants, which can last for years to centuries in the atmosphere, trap the heat and cause the planet to get hotter.
- **Greenhouse Gas (GHG) Emissions.** Greenhouse gases, or GHGs, are compound gases that trap heat or longwave radiation in the atmosphere. Greenhouse gases produced by human activities include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Their presence in the atmosphere makes the Earth's surface warmer. Sunlight or shortwave radiation easily passes through these gases and the atmosphere and is trapped below, creating a phenomenon known as the greenhouse effect. According to the U.S. Environmental Protection Agency, the largest source of GHGs in



the U.S. is the burning of fossil fuels for electricity, heat, and transportation.

- **Green Infrastructure** means a network of parks, street trees, landscaped areas, open spaces, drainageways, floodplains, and human-made facilities that help manage stormwater and provide vital environmental, economic, and social benefits, such as improved air and water quality, reduced flooding risk, urban heat mitigation, and climate resiliency.
- **Land Use Category** means a designation applied to properties in Santa Fe Springs identifying the types of land uses permitted.
- **Liquefaction** means a condition resulting from earthquake-induced ground shaking of wet granular soils, whereby the soils change from a solid state to a liquid state, destabilizing the soil's ability to support structures.
- **Local Hazard Mitigation Plan.** A local hazard mitigation plan (LHMP) identifies hazards, vulnerabilities, and risks affecting a local, state, or tribal government, and prioritizes actions to reduce the risks. Such plans are required by the Federal Emergency Management Agency (FEMA) for a jurisdiction to receive certain federal assistance in response to a disaster. The document is referred to interchangeably as a Natural Hazards Mitigation Plan (NHMP).
- **Open Space** refers to land that is not developed for residential, commercial, or industrial use and that is set aside for natural resource preservation/conservation, outdoor recreation, and flood control purposes. Open space lands can encompass wildlife habitat, rivers, groundwater recharge areas, and areas containing mineral deposits. Trails, parks, outdoor recreation areas, utility easements, and areas with limitations on usage to mitigate hazardous conditions (such as unstable soils, floodplains, and watersheds) are also often considered open space.
- **Parks** refers to lands developed for the purpose of enjoying outdoor spaces for active and passive recreation.
- **Particulate Matter** refers to tiny particles made of any material suspended in the air, except pure water that exists in the solid or liquid state. The notation PM10 is used to describe particles 10 micrometers or less in diameter, and PM2.5 represents particles less than 2.5 micrometers in diameter. Smaller PM particles cause lung irritation, and exposure can trigger asthma attacks.
- **Planning Area** refers to all properties within the City of Santa Fe Springs corporate limits and within the City's designated sphere of influence.
- **A Policy** is a specific statement that guides decision-making and is carried out by implementation measures. A policy indicates the City's commitment to a course of action. A policy is based on and helps implement the goals and the larger vision.
- **A Program** is the actionable item intended to achieve stated policies and goals.
- **Public/Quasi-Public** are land uses operated and maintained for public administration and welfare. May include government, civic, cultural, schools, libraries, post offices, public utilities, public parking, religious institutions, and infrastructure.
- **Right-of-Way.** Any place which is dedicated to use by the public for pedestrian and vehicular travel. A right-of-way may include, but is not limited to, a street, sidewalk, curb, and gutter. A right-of-way may be a crossing, intersection, parkway, median, highway, alley, lane, mall, court, way, avenue, boulevard, road, roadway, railway, viaduct, subway, tunnel, bridge, thoroughfare, park square, or other similar public way.
- **Sensitive Receptors** are land uses such as residences, residential care facilities, schools, day-care centers, playgrounds, and medical facilities, all of which have occupants—particularly children and older adults—who are sensitive to harmful effects from air pollution.



- **Superfund Site.** A contaminated site created by the legal or illegal deposit of hazardous materials/waste, either above ground or buried, or otherwise improperly managed. These sites include manufacturing facilities, processing plants, and landfills.
- **Transit-Oriented Development (TOD).** Moderate- to higher-density development, located within an easy walk of a major transit stop (Metrolink and L Line stations, shuttle, or bus stops), generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.
- **Urban Design** focuses on spatial relationships within the public realm and how the built environment affects social interaction and human behavior.
- **Urban Heat Island.** Heat islands are urbanized areas that experience higher temperatures than outlying open space or natural rural areas. Buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies, causing urban areas to be warmer.
- **Vehicle Miles Traveled (VMT).** The total distance traveled in miles by all motor vehicles of a specific group within a given area at a given time.
- **Vulnerability Assessment.** A vulnerability assessment is the process of identifying, quantifying, and prioritizing (or ranking) the vulnerabilities related to natural or human-caused disasters that could affect a community.
- **Watershed** refers to an area of land that drains collected rainfall via streams to a common collection point, such as a groundwater recharge basin or flood control infrastructure.
- **Wayfinding.** All the ways in which people orient themselves in physical space and navigate from place to place, including signage and other graphic communication.

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.

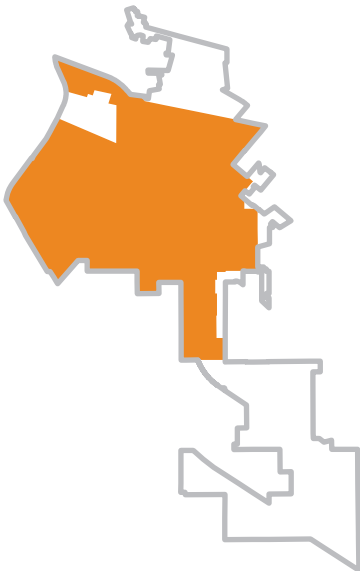
Planning for a Balanced Community

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

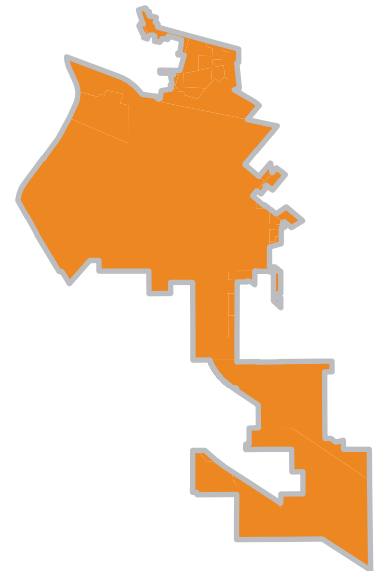
Original Incorporation:
May 1957



Annexations:
September to November 1957



Annexations:
1958 to 1984





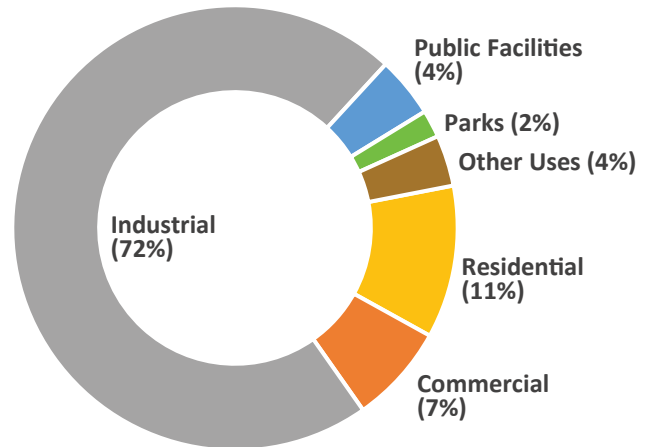
east sides, respectively, and are situated within Santa Fe Springs’ designated sphere of influence. While Los Angeles County controls land use decisions in these areas, the City has the ability to plan for these areas with the expectation that one day these areas could be annexed to Santa Fe Springs. 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.

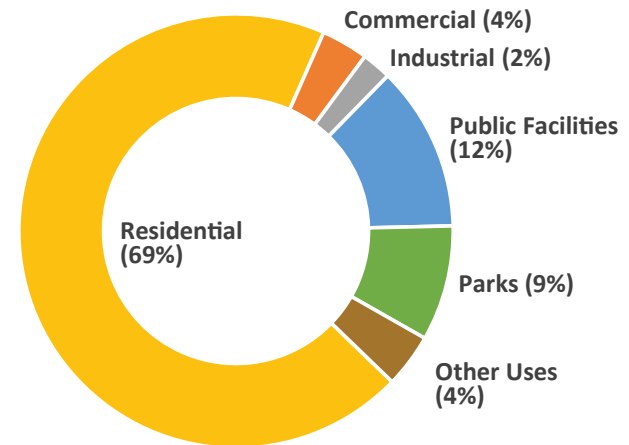
Long-established residential neighborhoods lie between the San Gabriel River, which forms the City’s western edge, and Pioneer Boulevard. The 54.5-acre Village at Heritage Springs development, constructed in 2010 within a former oil field, created a new neighborhood in the center of the City, within 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:

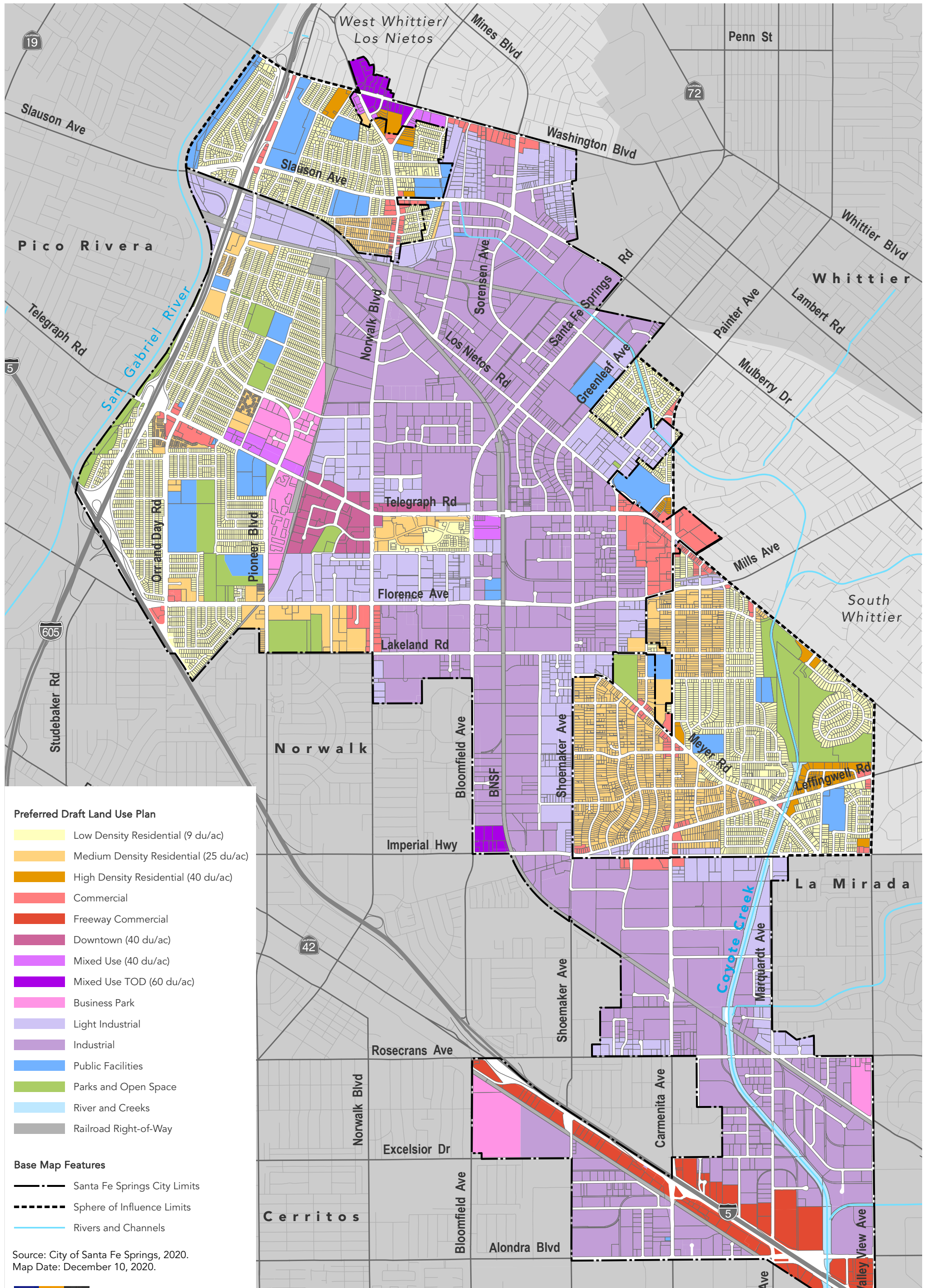
Table LU-1: Land Use Categories

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:

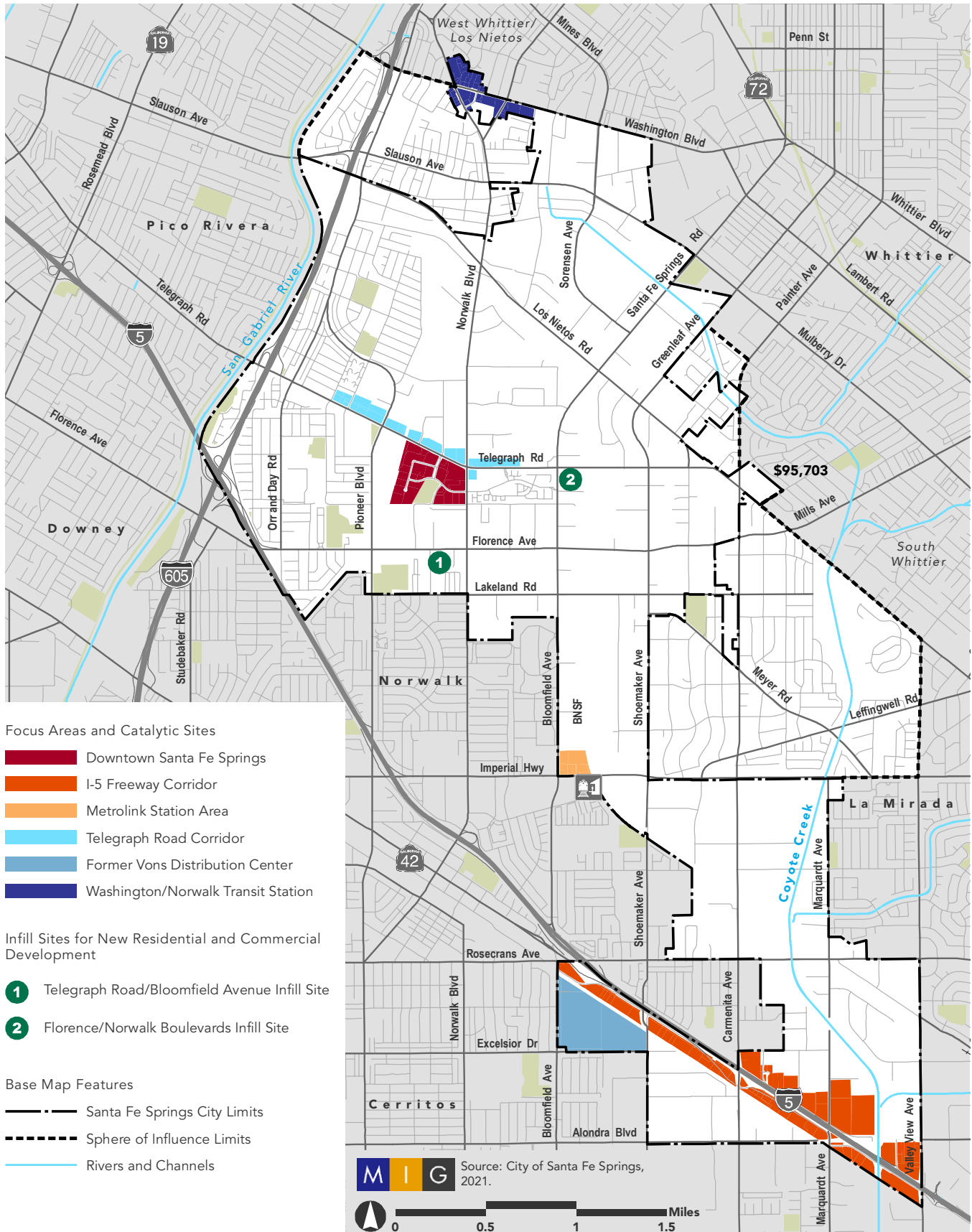
- Creating a true town center for Santa Fe Springs
- Taking advantage of rail transit stations as places for urban-scale transit-oriented development
- Strengthening and diversifying the business sector
- Providing new housing opportunities to meet local and regional needs

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



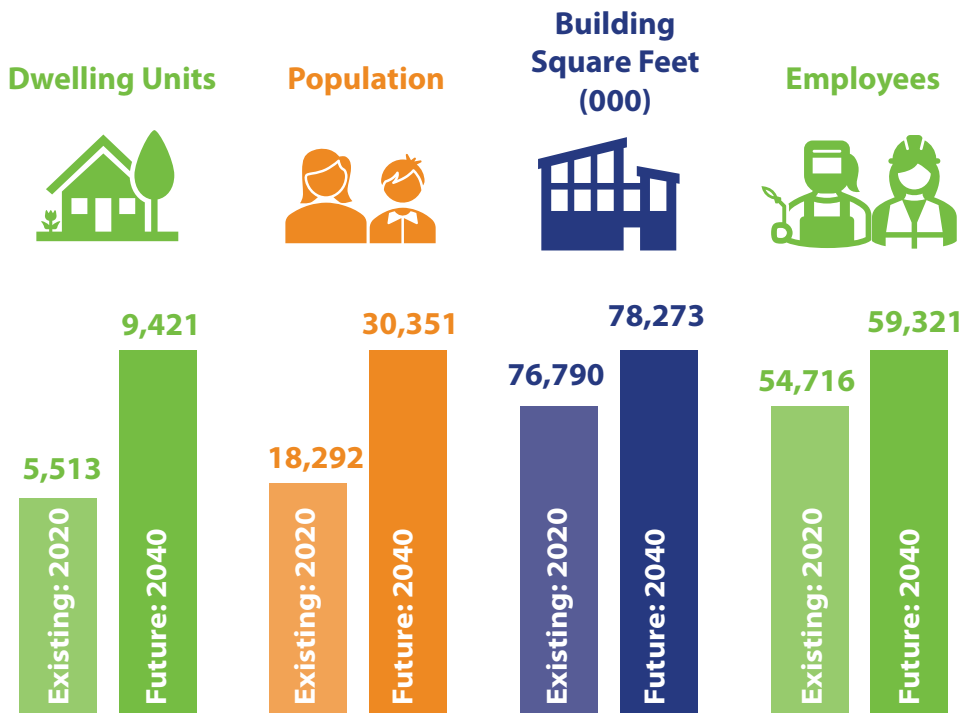
This infill site is located between Lakeland Road, Norwalk Boulevard, Fulton Wells Avenue, and Florence Avenue. Residential development could consist of residential townhomes. Commercial development could consist of a neighborhood shopping center with retail, commercial services, and restaurants located 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.

EI

Ensure zoning regulations 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 Neighborhoods.

EI

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.

HS

Locate 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.

D

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.

D

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.

D

Create a 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.

HS

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.

HS

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.

HS

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.

HS

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.

HS

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.

EI

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.

EI

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.

EI

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.

EI



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

HS

Policy LU-11.10: Community Safety. Encourage development design that enhances community safety via crime prevention through environmental design (CPTED) approaches.

HS

Policy LU-11.11: Code Enforcement. 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.

HS

Policy LU-11.12: Light Pollution. Minimize light pollution by limiting the amount and type of lighting within new developments.

HS

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.

EI

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.

EI

Policy LU-12.3: Archaeological Resources. Assure that all development properly addresses the potential for subsurface archeological deposits by requiring archeological surveys during the development review process as appropriate.

EI

Policy LU-12.4: Cultural Resources. Review all development and redevelopment proposals for the possibility of cultural resources, including the need for individual cultural resource studies and subsurface investigations.

EI

Policy LU-12.5: Railroad History. Expand historic preservation and education that focuses on railroad historic resources and remaining historical articles and facilities.

EI

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.

EI



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The Villages at Heritage Springs

The Villages at Heritage Springs is a master-planned community with over 500 single-family homes and townhomes. Each home includes a roof-top solar panel.

PUBLIC REVIEW DRAFT

CHAPTER 3

2021-2029 HOUSING ELEMENT

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Re-Imagine
Santa Fe Springs

2040 GENERAL PLAN



Miro Apartments

The Miro Apartments, built in 2015, is a 150-unit apartment community within the Village at Heritage Springs.



INTRODUCTION

Purpose

This Housing Element provides the City of Santa Fe Springs with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing for all community residents.

The Housing Element is a mandatory General Plan element. It identifies ways in which the housing needs of existing and future residents can be met. State law requires all cities to adopt a Housing Element and describes in detail the necessary contents. California planning law provides more detailed requirements for the Housing Element than for any other General Plan element. This Housing Element responds to those requirements and responds specifically to conditions and policy directives unique to Santa Fe Springs. One of these California state requirements is that the housing element be updated every eight years. There have been five previous housing element update cycles. This update will be the sixth cycle Housing Element for Santa Fe Springs.

While Santa Fe Springs is a completely built-out city, **City leaders continue to embrace a vision to pursue opportunities that support new and diverse housing options.** For the Housing Element fifth cycle, Santa Fe Springs made substantial efforts to meet its very low and low Regional Housing Needs Assessment (RHNA) targets by negotiating the sale of a vacant property (at northwest corner of Laurel Avenue and Lakeland Road) for affordable housing development. For this sixth cycle Housing Element, the City builds upon these successes and identifies additional opportunities and creative solutions to support housing development in the community, including increasing residential densities around existing and planned commuter rail stations.

The City's overarching goal is to provide new housing in a tight regional housing market, where people can live closer to their work and near transit stations that connect residents to broader job markets. New housing will allow young families to stay in the community in which they have grown up, where close family bonds and neighborhood connections distinguish Santa Fe Springs.

This Housing Element promotes and expands decent and safe housing for all persons and furthers fair housing practices. New programs provide incentives to produce housing at lower income affordability levels, including provisions in the density bonus ordinance and the possibility of adopting an inclusionary housing ordinance. Programs address housing rehabilitation, increasing housing opportunities for persons with disabilities, and facilitating social services programs to meet special needs groups. The Zoning Code will be amended to ensure that any constraints to building housing are removed.

To provide zoning capacity to accommodate the sixth cycle RHNA of 952 units, this Housing Element demonstrates that land use policies and Zoning Code amendments adopted in concert with this element will create a substantial growth "cushion," with capacity in the lower-income categories 46 percent higher than the RHNA and the total RHNA exceeded by 54 percent: 517 units more than the 952 target.

Long-time residents whose children are now adults will be able to downsize to new, higher-density housing. With more residents overall, the community's collective buying power will increase, which will attract the new restaurants, markets, and entertainment businesses that current residents desire. This Housing Element has been prepared in conjunction with a comprehensive General Plan update, thus allowing the City to holistically shape policies for future growth and enhancement.

State Housing Policy

Article 10.6 (Housing Elements) of the Planning and Zoning Law of the State of California (State Government Code Section 65580 et seq.) establishes the State's housing policies and identifies the responsibilities of a municipality to facilitate the improvement and development of housing to make adequate provisions for the housing needs of all economic segments of the community.



The California Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the State’s main housing goal. Recognizing the important part that local planning programs play in pursuit of this goal, the Legislature has mandated that all cities and counties prepare a Housing Element as part of their comprehensive General Plans. Section 65581 of the California Government Code sets forth this purpose statement:

1. To ensure that counties and cities recognize their responsibilities in contributing to the attainment of the State housing goal
2. To ensure that counties and cities will prepare and implement housing elements which, along with federal and State programs, will move toward attainment of the State housing goals
3. To recognize that each locality is best capable of determining what efforts are required by it to contribute to the attainment of the State housing goal, provided such a determination is compatible with the State housing goal and regional housing needs
4. To ensure that each local government cooperates with other local governments to address regional housing needs

Scope and Content of the Housing Element

This Housing Element covers the planning period of October 2021 through October 2029 and identifies strategies and programs to: 1) encourage the development of a variety of housing opportunities; 2) provide housing opportunities for persons of lower and moderate incomes; 3) preserve the quality of the existing housing stock in Santa Fe Springs; 4) minimize governmental constraints; and 5) promote equal housing opportunities for all residents.

Toward these ends, the Housing Element consists of:

- An introduction of the Housing Element’s scope and purpose

- An analysis of the City’s demographic and housing characteristics and trends
- An evaluation of land, administrative, and financial resources available to address the housing goals
- A review of potential market, governmental, and environmental constraints to meeting the City’s identified housing needs
- A Housing Plan to address the identified housing needs, including housing goals, policies, and programs
- A review of past accomplishments under the previous Housing Element

Relation to and Consistency with Other General Plan Elements

The Housing Element ties closely to the Land Use, Circulation, Environmental Justice, and Open Space and Conservation Elements. For residential land use, the Land Use Element modifies and assigns several designations for single-family homes, multifamily housing (apartments and townhomes/condominiums), mixed use and transit-oriented development, and mobile homes. Decisions on land use type and densities are based on factors such as access to the transportation system, proximity to noise sources (primarily vehicle and rail-related), and access and proximity to open space, commercial, and industrial uses. In conjunction with these factors, residential land use designations are also assigned in a manner that best matches the City’s housing needs, as identified in the Housing Element.

The policies and priorities of the Housing, Land Use, Circulation, Environmental Justice, and Open Space and Conservation Elements have been carefully balanced to maintain internal consistency. When any element of the General Plan is amended, the City will review the Housing Element and if necessary, prepare an amendment to ensure continued consistency among elements. State law requires that revisions to the Housing, Safety, and Conservation Elements include an analysis of and policies addressing flood hazard and management information.



Public Participation

The Housing Element expresses the community's goals for meeting the housing needs of all economic segments of the community. Under State law, local governments must be diligent in soliciting participation by all community members in this effort. As part of comprehensive General Plan update program initiated in 2020, the City planned and implemented a robust public engagement program to inform, educate, and engage the community. Activities were designed to use stakeholder time efficiently so that an activity could inform more than one element. A subset of outreach and engagement activities were focused solely on the Housing Element.

The public engagement program emphasized people-centered strategies and public education activities designed to help participants understand how these plans can impact their community and daily lives. Outreach and engagement activities were scheduled early in the process to ensure that input informed key decision points throughout the development of the General Plan and Housing Element. Following COVID-19 guidance from local, State, and federal public health agencies, engagement activities were held online. Outreach materials and engagement activities were provided in English and Spanish.

The program leveraged a variety of outreach and engagement strategies, tools, and methods to encourage participation from a broad cross-section of the Santa Fe Springs community that represent the City's diverse cultural groups, income levels, ages, interests, and needs. In particular, the program sought out and considered the viewpoints of Disadvantaged Communities (DACs) and groups that planning programs historically have not adequately engaged, such as communities of color, low- and moderate-income residents, seniors, youth, limited-English proficient individuals, people with disabilities, and individuals and groups often marginalized in civic engagement.

Between April 2020 and October 2021, the City completed the following outreach and engagement activities designed to promote and inform the Housing Element:

- Bilingual Communications and Social Media Campaign
- General Plan Project Website
- Community Survey (online and paper)
- Stakeholder Interviews and Focus Group Discussions
- General Plan Advisory Group (six meetings)
- Community Workshops (four workshops)
- Joint Study Sessions
- Public Hearings

Key findings across engagement activities are listed below. Appendix A provides a sampling of the outreach materials.

- **Affordable Housing** – Participants indicated a need for additional affordable housing for low-income households.
- **Focus Areas** – Stakeholders helped identify and provided input around focus areas for future housing.
- **Live-Work Opportunities** – Stakeholders suggested partnering with local businesses to develop live-work opportunities around employment hubs.
- **Maintaining Look and Feel** – Some participants expressed concern that new housing types could change the look and feel of existing single-family neighborhoods and also undermine efforts to stabilize and preserve these neighborhoods.
- **Mixed-Use** – Participants suggested developing mixed-use projects with ground floor retail as a strategy for meeting residential and commercial needs.
- **Variety of Housing Options** – Stakeholders would like a greater variety of housing options, including ADUs and multifamily developments.
- **Downtown** - A desire for a downtown setting with community gathering places, commercial and entertainment uses, and housing opportunities.



Communications and Social Media Campaign

The City and MIG launched and maintained a multi-media campaign to keep the community abreast of Housing Element activities and milestones. MIG provided updates and information via social media and other web-based platforms, the General Plan's dedicated website, print media, and press releases. Flyers, fact sheets, and press releases informed stakeholders and promoted engagement activities. All written and digital materials were provided in English and Spanish.

Website

MIG, Inc. (the City's General Plan consultant) created and hosted a stand-alone website for the project, working with the City's Community Services staff to direct traffic from the City's website to the General Plan website. The website included information around the General Plan update schedule and process, ways to get involved, upcoming meetings, ways to provide input, and public documents. The Housing Element was highlighted as a key topic. Engagement activities focused on the Housing Element were summarized alongside key documents.

Survey

During August and September 2020, the City conducted an online survey to understand community priorities, including housing priorities, with a focus on preferred transportation modes. To boost survey participation, City staff also distributed paper copies of the survey at senior housing facilities and the City library.

Stakeholder Interviews and Focus Groups

MIG conducted eight one-on-one interviews and six small focus groups with community stakeholders between April to August 2020, engaging 36 stakeholders. Interviews and focus groups discussed nine questions and lasted approximately one hour. Responses were summarized only in aggregate, thereby encouraging the interviewees to speak freely.

In each interview and focus group, stakeholders were asked about critical challenges and opportunities related to residential development, where they would like to see new housing, how they feel about converting industrial

sites to residential uses, and the types of housing needed in Santa Fe Springs.

General Plan Advisory Group

The General Plan Advisory Group (GPAG) was formed to advise City staff and MIG during the development of the General Plan update and related Zoning Code amendments. Twenty members represented a range of community interests, including representatives from neighborhood groups, business groups, advocacy groups, and local organizations, as well as residents representing a range of perspectives.

MIG facilitated six two-hour virtual GPAG meetings to confirm the community vision, identify economic development opportunities, develop land use and housing alternatives, receive input on the big ideas for each element, review the revised goals and policies, and comment on the draft Implementation Plan. Two of these six GPAG meetings, hosted on September 23, 2020, and October 7, 2020, focused on the Housing Element, and collected input on housing strategies, locations for future housing, and the big ideas discussed in the Housing Element. GPAG input was instrumental in design of subsequent community workshops.

Community Workshops

MIG facilitated three interactive community workshops that addressed housing related issues between September 2020 and March 2021, and one in-person workshop in September 2021. Live Spanish translation services were available for every workshop. The first workshop informed the community on the General Plan process and identified community challenges and opportunities. The second workshop presented the Community Needs Assessment and elicited input on environmental burdens within disadvantaged community areas. The third workshop identified specific housing related land uses for the purpose of seeking ways to maximize housing opportunities. Workshops were promoted extensively by the City through website updates, e-blasts, social media posts, announcements at City events and meetings, and flyers distributed through library and food bank programs.

Forty-eight stakeholders participated in the third



community workshop on Wednesday, March 31, 2021, from 6:00 to 8:00 pm. During the third community workshop, the presentations provided an overview of the Housing Element, Regional Housing Needs Assessment, and housing strategies. Following the presentations, participants were invited to share their thoughts and ideas on housing issues, needs, and barriers, as well as locations for future housing.

Study Sessions

MIG conducted joint study sessions on the General Plan and Zoning Code amendments to test ideas and concepts and confirm direction with decision-makers. A study session was held in May 2021 and (TBD) with the City Council and Planning Commission.

Public Hearings

MIG provided presentations at one Planning Commission public hearings and one City Council hearings. After the Planning Commission meeting, Commissioner's and public comments and recommended changes were clearly identified for review by the City Council.

Areas for Housing Growth

Because Santa Fe Springs is largely built out, the City looked for infill opportunities for development, including properties designated for commercial and industrial uses. The City conducted a housing study to identify non-residential properties that could present opportunities to build housing, using a scoring system to prioritize sites. These properties were analyzed and scored for proximity to services, including schools, parks, commercial and retail, transit, and grocery stores. With the City consisting primarily of industrial uses, the properties were also analyzed and scored based on pollution contamination challenges, including proximity to toxic release inventory; businesses that handle hazardous materials; active oil wells; contaminated sites and superfund sites; and freeways and major arterials, and railways. Those properties that scored the highest were then evaluated during the land use alternatives phase of the 2040 General Plan update, for which mixed-use density and expanding residential options were assessed. The land use alternatives were presented

to the General Plan Advisory Group and presented in a community workshop. Focus areas include transit-oriented sites, mixed-use areas, and the expansion and density increase of the Medium Density Residential designation. The following were identified as focus areas:

- Transit-Oriented Development
 - » Washington/Norwalk Planned Metro L-Line Extension Station
 - » Metrolink Norwalk/Santa Fe Springs Station
- Mixed-Use Areas
 - » Telegraph Road Corridor
 - » Downtown
- Medium Density Residential Expansion
 - » Industrial sites adjacent to established residential uses
 - » Established places of worship

Transit-Oriented Development

The Washington/Norwalk planned Metro L-Line Extension Station Focus Area is located within the triangular blocks between Washington Boulevard, Norwalk Boulevard, and Broadway, bordering the City of Santa Fe Springs and the Los Angeles County unincorporated area of West Whittier-Los Nietos. This focus area will transition from an auto-dominated commercial corridor to transit-oriented development through infill development and redevelopment. The purpose is to increase intensity and establish a mixed-use transit hub with high density residential, live-work opportunities, and pedestrian-friendly commercial uses.

The Metrolink Focus Area is located at the northeast corner of Imperial Highway and Bloomfield Avenue, bordering the City of Norwalk and across the street from the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station. The planned evolution is from existing commercial, business park, and industrial properties in favor of high-density residential and mixed-use development within walking distance to the station.

As of 2021, the Metro L-Line Extension (Eastside Transit Corridor Phase 2) is under environmental review and is



on an accelerated schedule with construction schedule for 2029 and first alignment open for services in 2035.

Mixed-Use Areas

The City envisions a mixed-use downtown area or “Main Street” setting (around Heritage Park) with multifamily residential and ground-floor commercial uses. The Downtown Focus Area will support a more dynamic mix of land uses, increase intensity, and establish a convenient, mixed-use shopping corridor. High quality two- to five-story buildings will complement adjacent uses and offer new housing, retail, and entertainment uses. The purpose of the Downtown Focus Area is to redevelop a centrally located, heavily trafficked, and underutilized corridor to realize the community’s vision for diverse housing and retail businesses.

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 City core. The purpose of the focus area is to create an accessible corridor with multiple transit options and provide infill development around established residential and industrial uses.

Medium Density Residential Expansion

Various sites have been redesignated with Medium Density Residential, including a California Highway Patrol station planned for relocation to the State-owned Metropolitan State Hospital campus in the City of Norwalk. Properties supporting places of workshop have also been designated Medium Density Residential to allow these institutions to provide housing on their properties, consistent with new State requirements. Other sites include industrial properties adjacent to established residential areas, including the Little Lake Village housing community for seniors and the Lakeland Villa Mobile Home Park.

Major Housing Issues and Challenges for 2021-2029

New and unique challenges have arisen since the 5th cycle Housing Element, with the following anticipated to remain challenges for implementation of the City’s housing goals:

- The 2020 COVID-19 pandemic and economic slow-down created unknowns regarding development demand, interest, and available financing. The City looks to encourage and support development that incorporates a mix of housing types and densities so that housing for all income levels can be provided and evenly distributed throughout Santa Fe Springs.
- In 2011, the State Legislature eliminated redevelopment, thereby eliminating a major source of supplemental funding for affordable housing. Most significantly, the Low- and Moderate-Income Housing (LMIH) Fund disappeared. Much of the affordable (government subsidized) housing in Santa Fe Springs had been assisted with LMIH funds. The future availability of financial resources to assist with construction of new low- and moderate-income housing projects, preservation of existing low-income housing at risk of being converted to market rate housing, and conservation of housing in need of rehabilitation is unknown.
- This Housing Element includes multiple implementing actions that will require staff resources and grant funding to carry out. In addition, the City must be able to provide the infrastructure and supportive services associated with each new housing unit. Given California’s tax structure, this can be a substantial hurdle to providing infrastructure and municipal services over the long term.
- Santa Fe Springs consists primarily of industrial uses with a greater number of employees than residents. With limited land available, the City desires to balance the jobs/housing balance ratio by increasing more housing opportunities for local employees, and thereby decreasing vehicle miles traveled and long commute times.



HOUSING NEEDS ASSESSMENT

To understand housing needs of current and future Santa Fe Springs residents, this section describes population characteristics, employment patterns, and income levels in the City. The information illustrates how the City has grown and changed and identifies patterns and trends that serve as the basis for crafting housing policies and programs.

Population and Employment Trends

Housing needs are influenced by population and employment trends. This section provides an overview of changes to the population size, age, and racial and ethnic composition of Santa Fe Springs residents.

Current Population and Population Growth

Between 2010 and 2020, the City’s population increased approximately 13 percent, from 16,223 to 18,295 residents. By comparison, the County of Los Angeles grew less than 4 percent during that period.

The Southern California Association of Governments (SCAG) growth forecasts predict a steady increase in population through 2045. From 2020 to 2045, SCAG estimates that the City’s population will grow by 12.6 percent, consistent with projected countywide growth of 12.2 percent (see Table H-1).

A variety of demographic characteristics and trends define housing needs, including age composition, racial and ethnic composition, and employment.

Age

Population age distribution is a key indicator of housing needs and preferences, which change as individuals or households grow older. For example, young families tend to focus more on cost and the ability to become first-time homebuyers, whereas seniors may require accessible housing close to public transportation.

Table H-2 shows the age distribution of Santa Fe Springs residents. Since 2010, the median age in Santa Fe Springs has increased from 35.1 to 36.3. The largest age groups in 2018 were 20 to 44 years old, comprising 35.7 percent of the total population, slightly lower than the same age range in Los Angeles County with 37 percent. Seniors, age 65 and older, only represented 14 percent of the total population in 2018, which is slightly higher than Los Angeles County at 12.9%. The 0 to 19 age group consisting of children dropped nearly five percentage points between 2010 and 2018, from 30.2% to 25.6%.

Table H-1: Population Growth and Projected Growth

	2010	2020	2045	% Change 2010-2020	% Change 2020-2045
Santa Fe Springs	16,223	18,295	20,600	12.8%	12.6%
Los Angeles County	9,818,605	10,407,000	11,674,000	6.0%	12.2%

Sources: California Department of Finance, E-5 Population and Housing Estimates, 2010 and 2020 and SCAG Demographic Growth Forecasts, 2020.



Race and Ethnicity

Table H-2 and Figure H-1 shows the racial and ethnic distribution of Santa Fe Springs residents. In 2018, Hispanic and Latino residents made up 74 percent of the City’s population. White non-Hispanic residents constituted the second largest group at approximately 13 percent. Between 2010 and 2018, the City’s Hispanic and Latino and white non-Hispanic populations decreased slightly, while the Asian population more than doubled from 2.7 percent to 6.8 percent. In comparing Santa Fe Springs’ residents to the region’s population, the City has a significantly higher Hispanic and Latino percentage of the total population than Los Angeles County, with 74.3 percent compared to 48.5 percent in 2018, respectively.

Table H-2: Age, Race, and Ethnicity

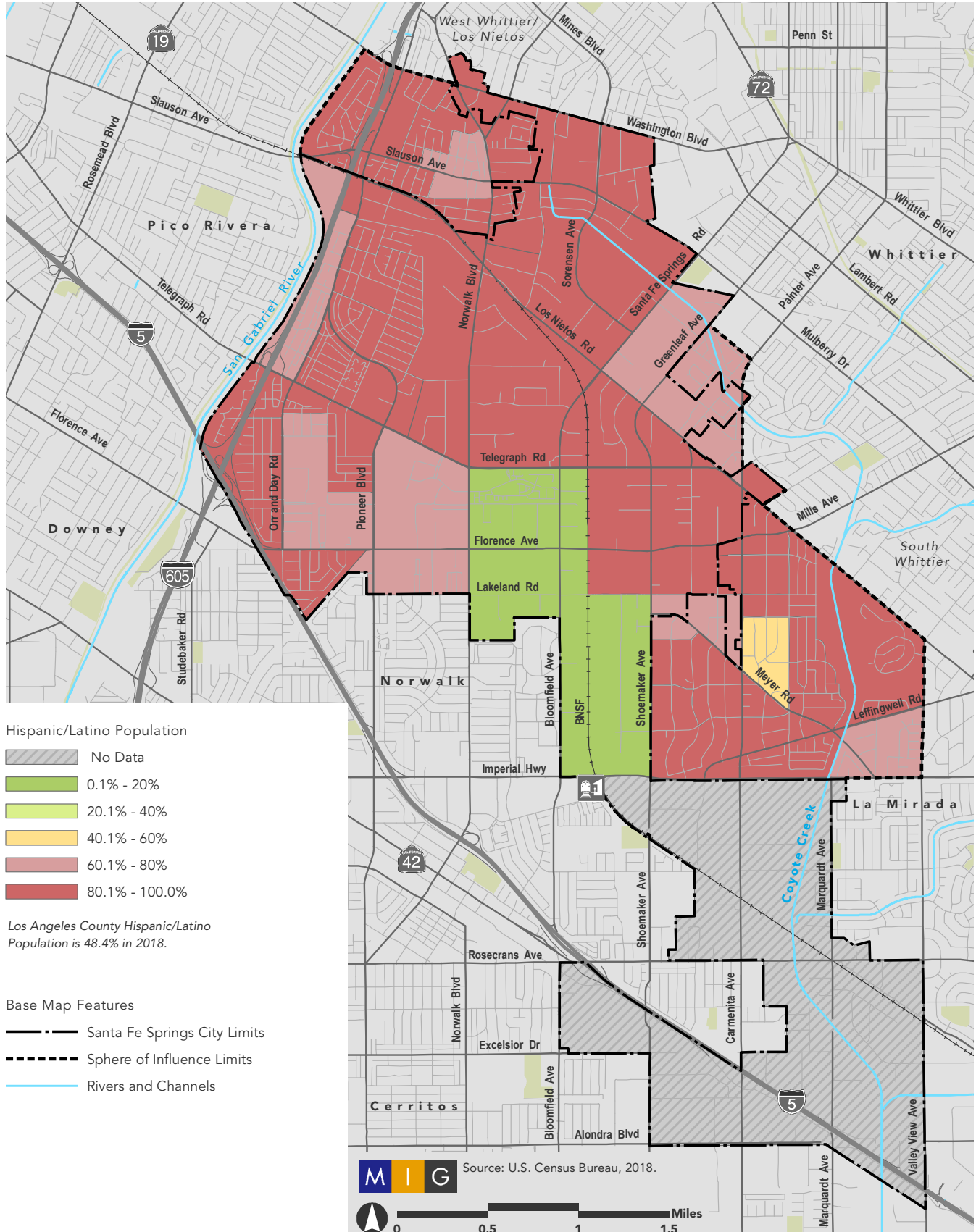
Demographic Profile	Santa Fe Springs				Los Angeles County			
	2010		2018		2010		2018	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Age								
0-19	4,947	30.2%	4,553	25.6%	2,711,958	27.6%	2,514,147	24.9%
20-44	6,054	37.0%	6,348	35.7%	3,658,845	37.3%	3,735,805	37.0%
45-64	3,440	21.0%	4,404	24.8%	2,382,103	24.3%	2,548,823	25.2%
65+	1,935	11.8%	2,486	14.0%	1,065,699	10.9%	1,299,277	12.9%
Total	16,376	100%	17,791	100%	9,818,605	100.0%	10,098,052	100.0%
Median Age	35.1		36.3		34.8		36.7	
Race/Ethnicity								
Hispanic/Latino	12,928	78.9%	13,217	74.3%	4,687,889	47.7%	4,893,603	48.5%
White (non-Hispanic)	2,185	13.3%	2,268	12.7%	2,728,321	27.8%	2,659,052	26.3%
Black	568	3.5%	694	3.9%	815,086	8.3%	795,505	7.9%
Asian/Pacific Islander	434	2.7%	1,207	6.8%	1,325,671	13.5%	1,476,381	14.6%
Other	405	2.3%	261	1.5%	261,638	2.7%	273,511	2.7%
Total	16,520	100.0%	17,647	100.0%	9,818,605	100.0%	10,098,052	100.0%

Source: U.S. Census Bureau 2010 Decennial Census and 2018 ACS 5-Year Estimates

Figure H-1: Hispanic/Latino Population



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Employment

This section reports on resident workers, defined as individuals who live in Santa Fe Springs and either work within the City or commute to a workplace outside of the City. The data reflect economic conditions prior to COVID-19, apart from unemployment rates.

In 2018, the unemployment rate was lower in Santa Fe Springs (4 percent) compared to California (7 percent) and Los Angeles County (7 percent). The median household income was \$65,518 at this time. Since Spring 2020, COVID-19 has and will continue to significantly affect global employment trends and economies. The State Employment Development Department estimates that as of April 2020, there were 7,100 Santa Fe Springs residents in the labor force, with 13 percent unemployment, compared to a countywide unemployment rate of 20 percent.

Information on the types of jobs, or occupations, held by community residents provides insight into potential earning power. This in turn often dictates into which segment of the housing market a household falls and

how much money a household can devote to goods and services, medical expenses, transportation, as well as any remaining disposable income. Residents are employed in the Sales and Office (31 percent), Management, Business, Science, and Arts (30 percent); Production and Transportation (18 percent), Service (14 percent), and Natural Resources and Construction sectors (7 percent).

Proportionally, the highest percentage of Santa Fe Springs residents hold Educational Services, and Health Care and Social Assistance occupations (23.2 percent).

Businesses

Employment growth typically leads to strong housing demand and an increase in spending, while the reverse is true when employment contracts. Santa Fe Springs is a strong employment market, with approximately 50,000 jobs. Prior to the 2020 economic recession, the SCAG growth forecast estimated that between 2010 and 2045, the City’s labor force will increase by 14 percent, an increase of 7,400 additional jobs. Los Angeles County is expected to see a 23 percent increase in the labor force during that same period.

Table H-3 Employment by Industry

Employment by Industry (Residents in Santa Fe Springs)	2010		2018	
	Number	Percent	Number	Percent
Manufacturing	1,305	20.0%	1,042	13.1%
Educational services, and health care and social assistance	1,292	19.8%	1,851	23.2%
Transportation and warehousing, and utilities	596	9.1%	504	6.3%
Retail trade	497	7.6%	754	9.5%
Professional, scientific, and management, and administrative	453	6.9%	695	8.7%
Public administration	426	6.5%	435	5.5%
Wholesale trade	442	6.8%	618	7.8%
Arts, entertainment, and accommodation and food services	462	7.1%	627	7.9%
Construction	345	5.3%	436	5.5%
Finance and insurance, and real estate and rental and leasing	306	4.7%	460	5.8%
Other services	247	3.8%	381	4.8%
Information	137	2.1%	144	1.8%
Agriculture, forestry, fishing and hunting, and mining	18	0.3%	16	0.2%
Total	6,526	100.0%	7,963	100.0%

Source: U.S. Census Bureau 2010 Decennial Census and 2018 ACS 5-Year Estimates



Based on the 2020 Esri Community Analyst Business Summary, Santa Fe Springs had a reported 3,741 businesses and 49,871 employees. Manufacturing-related businesses constitute the largest percentage of all businesses in Santa Fe Springs (16 percent) and employ the largest number of employees (nearly 28 percent of all employees in Santa Fe Springs). Principal employers in 2018 included McMaster Carr Supply Company (692), LA Specialty Produce Company (549), Fashion Nova, Inc. (431), Southern Wine and Spirits (396), and 7-Eleven Distribution Company (387).

Jobs-Housing Balance

Jobs-housing balance is typically measured by the ratio of the number of jobs divided by either the number of employed residents, persons, or houses in a geographic area. Yet there is no single numerical indicator of balance, and the concept of jobs-housing balance should be sensitive to the local context. If jobs-housing balance is too high, adequate housing may be unavailable to workers in that area, leading to issues such as housing unaffordability and traffic congestion from in-commuting workers. If jobs-housing balance is too low, this may indicate inadequate job availability for area residents. With 5,514 housing units and 49,871 jobs, Santa Fe Springs has a 9-to-1 jobs-to housing ratio, meaning there are nine jobs for every house in the City. As such, the vast majority of employees commute from other cities. According to California Environmental Protection Agency, Air Resources Board, increasing more housing opportunities in jobs-rich communities can help reduce greenhouse gases by providing more housing opportunities for the established employment base in the City.



Household Characteristics

A household is defined as all persons living in a housing unit. Families are a subset of households, as are single persons living alone and “other” non-family households. Group quarters, such as convalescent homes, are not considered households.

Data indicators for Santa Fe Springs households are summarized in Table H-4. The U.S. Census Bureau estimated 5,190 households in Santa Fe Springs in 2018, with 65.3 percent owner occupied households compared to only 34.7 percent renter households.

Approximately 40 percent of all households have above moderate incomes (higher than the average median income), while nearly 22 percent have household incomes that are considered extremely low.

Income

The 2018 median household income (MHI) for Santa Fe Springs was \$65,518, which was in line with the Los Angeles County median (\$64,251) but 8 percent less than the State median (\$71,228). Although household income in Santa Fe Springs increased at a higher rate (21 percent) than in the State (17 percent) and County (16 percent) since 2010, the City has the lowest household income when compared to neighboring cities. Median household income differs by tenure. While median household income for renter-occupied households was \$42,919 in 2018, median owner-occupied household income was over twice as much at \$92,031.

In 2018, 13.3 percent of City residents lived in poverty. This proportion is lower relative to the County of Los Angeles County, where 16.0 percent of residents lived in poverty at that time. As shown in Table H-5, the

Table H-4: Household Characteristics by Tenure

Household Characteristic (2018)	Owner-Occupied Households/Families		Renter-Occupied Households/Families		All Households/Families	
	Number	Percent	Number	Percent	Number	Percent
Number of Households	3,390	65.3%	1,800	34.7%	5,190	100%
Median Household Income (MHI)	\$92,031		\$42,919		\$65,518	
Household Income Categories (2017)						
Extremely Low Income (0-30% AMI)	400	7.9%	690	13.6%	1,090	21.5%
Very Low Income (30-50% AMI)	375	7.4%	325	6.4%	700	13.8%
Low Income (50-80% AMI)	515	10.1%	305	6.0%	820	16.1%
Moderate Income (80-100% AMI)	275	5.4%	185	3.6%	460	9.1%
Above Moderate Income (100%+ AMI)	1,680	33.1%	325	6.4%	2,005	39.5%
Total	3,245	63.9%	1,830	36.0%	5,080	100.0%
Overpayment (2017)						
All Households Overpaying for Housing	1,058	20.8%	970	19.1%	2,038	40.1%
Lower Income Households Overpaying for Housing (0-80% AMI)	790	15.6%	885	17.4%	1,680	33.1%

Source: U.S. Census Bureau 2018 5-year Estimates, CHAS 2013-2017, Regional Housing Needs Allocation 2021-2029.



proportion of individuals and households who lived in poverty was higher for women (15.8 percent), and adults 25 years and over without a high school diploma (19.6 percent), and unemployed residents (36.0 percent).

The California Department of Housing and Community Development (HCD) uses five income categories to evaluate housing need based on the Area Median Income (AMI) for the County:

- Extremely Low-Income Households earn 0-30 percent of AMI
- Very Low-Income Households earn 30-50 percent of AMI
- Low-Income Households earn 50-80 percent of AMI
- Moderate-Income Households earn 80-120 percent of AMI (federal data use 100 percent)
- Above Moderate-Income Households earn over 120 percent of AMI (federal data use 100 percent+)

Comprehensive Housing Affordability Strategy (CHAS) data provides special Census tabulations and calculates household income adjusted for family size and tenure. According to 2017 CHAS data, above moderate-income households (39.5 percent) comprised the largest share of all households. Extremely low-income households

(21.5 percent) comprised the second largest share at that time. Half of households (51.4 percent) were classified as extremely low-, very low-, and low-income. Renter-occupied households were over-represented in each of these income categories.

Figure H-2 shows the median household income distribution throughout the City.

Housing Overpayment

According to State and federal standards, households spending more than 30 percent of their gross annual income on housing experience housing cost burdens. When a household spends more than 30 percent of its income on housing costs, it has less disposable income for other necessities such as food, health care, and transportation. Lower-income households with housing cost burdens are more likely to become homeless or double up with other households due to unexpected circumstances such as the loss of employment or health problems.

In 2017, 40.1 percent of Santa Fe Springs households overpaid for housing. Low-income, renter-occupied households were more likely to overpay for housing. Sixty-four percent of low-income households and 65.6 percent of renters overpaid for housing in 2017.

Table H-5: Poverty Status

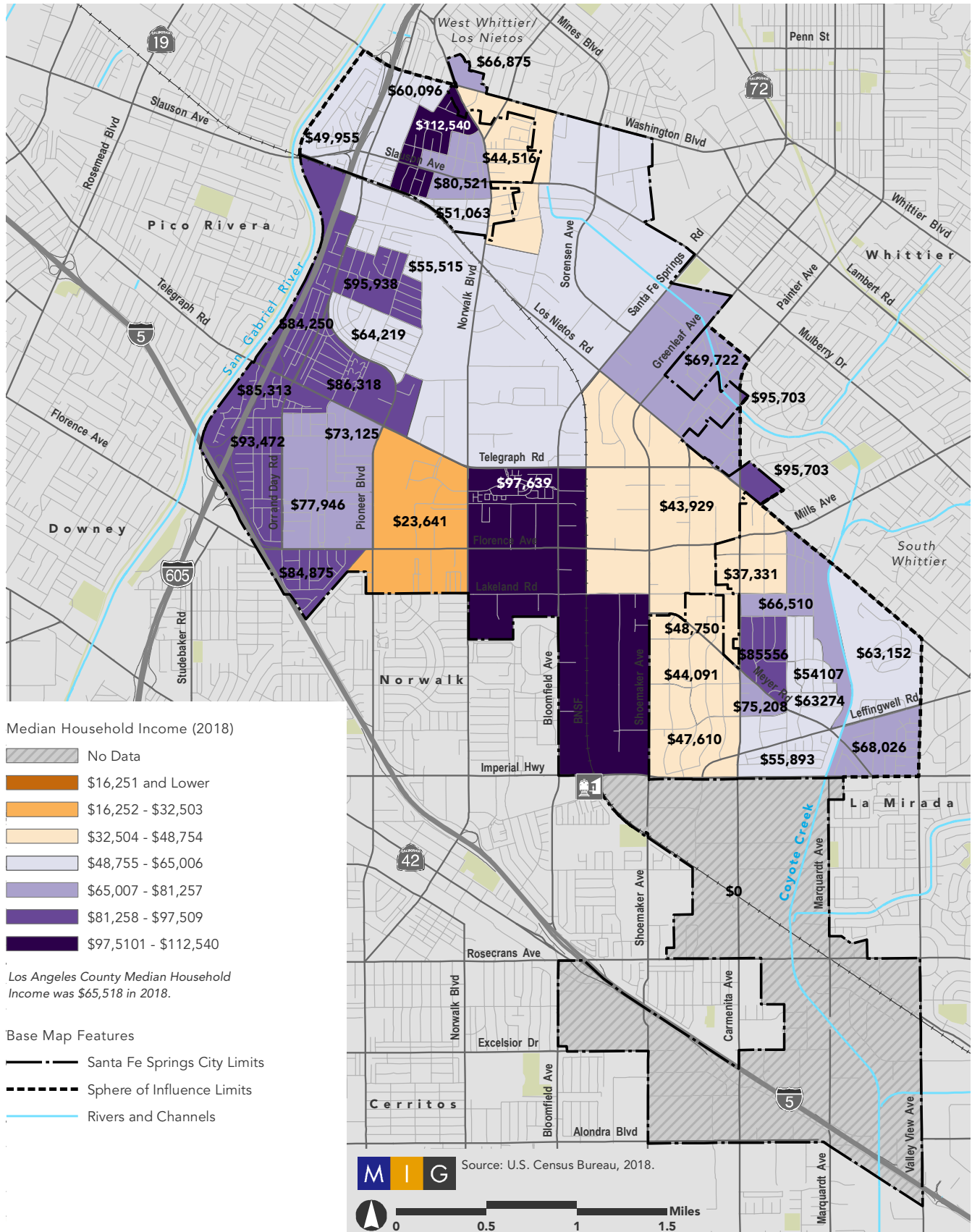
House	Santa Fe Springs			Los Angeles County		
	Population	Poverty	Percent	Population	Poverty	Percent
Total	17,732	2,353	13.3%	9,947,766	1,589,956	16.0%
Male	8,462	884	10.4%	2,628,243	184,088	7.0%
Female	9,270	1,469	15.8%	2,221,973	176,589	7.9%
Employed	7,963	359	4.5%	4,850,216	360,677	7.4%
Unemployed	339	122	36.0%	352,337	102,897	29.2%
No High School Diploma	2,245	439	19.6%	1,440,808	344,575	23.9%
High School Degree	3,760	475	12.6%	1,398,771	223,074	15.9%

Source: U.S. Census Bureau 2018 5-year Estimates.

Figure H-2: 2018 Median Household Income



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Housing Stock Characteristics

Housing Stock

Santa Fe Springs has a mix of housing types. Single-family homes (attached and detached) remain the dominant type, comprising 62.6 percent of the 2020 housing stock, of which 59 percent are single-family detached (see Table H-6). Over 300 multi-family units were added between 2010 and 2020, accounting for the largest percent change in housing unit type over the last decade. The vacancy rate in Santa Fe Springs decreased from 5 to 3 percent between 2010 and 2020.

Overcrowded Units

Some households may not be able to buy or rent housing that provides a reasonable level of privacy and space due to housing costs. According to both California and federal standards, a housing unit is considered overcrowded if it is occupied by more than one person per room excluding kitchens, bathrooms, and halls. In Santa Fe Springs, 13.3 percent of all housing units are overcrowded. Overcrowding is more prevalent in rental units, at 19.8 percent compared to owner-occupied units at 9.8 percent. See Figure H-3 for location of overcrowded households.

Housing Condition

The condition of housing stock can serve as an indicator of potential rehabilitation needs. No current Citywide survey of substandard housing exists for Santa Fe Springs, and City staff have not been informed of any substandard homes to remedy. According to Los Angeles County Assessor data, nearly 50 percent of all housing units in the City were built prior to the 1960s. Based on building age and assessed building and land value, the City estimates that in 2021, approximately 100 to 150 housing units are estimated to be in severe need of replacement or substantial rehabilitation due to housing conditions. These units are primarily single-family detached units built prior to 1960 and the building value is only worth one quarter of the land value according to the Los Angeles County Assessor data. The low building value implies that no major building permits have been issued to make any substantial repairs over the last 60 years. Some units may have been repaired during this time period as there may be some instances where the applicant did not obtain building permits and therefore the improvement value may not be accurately reflected in the data. See Figure H-4 for location of substandard housing units.

Table H-6: Housing Stock Characteristics by Tenure

Housing Characteristic	Owner Units		Renter Units		All Units	
	Number	Percent	Number	Percent	Number	Percent
Total Housing units	3,390	65.0%	1,823	35.0%	5,514	100%
Single Family Detached	N/A		N/A		3,251	59.0%
Single Family Attached					199	3.6%
Multi-Family Units					1,991	36.1%
Mobile home or other units					73	1.5%
Average Household Size					3.39	
Vacancy Rate	0.5%		3.8%		3.2%	
Overcrowded Units	333	9.8%	357	19.8%	690	13.3%
Estimated Units Needing Replacement/ Rehabilitation	N/A		N/A		100 to 150	
Housing Cost	\$430,800		\$1,377		N/A	

Source: US Census 2018 ACS 5-Year Estimates Data Profiles, 2020 CA DOF E-5 Population and Housing Estimates, US Census Bureau 2018 5-year; Los Angeles County Assessor data, 2020.

Figure H-3: Overcrowded Households



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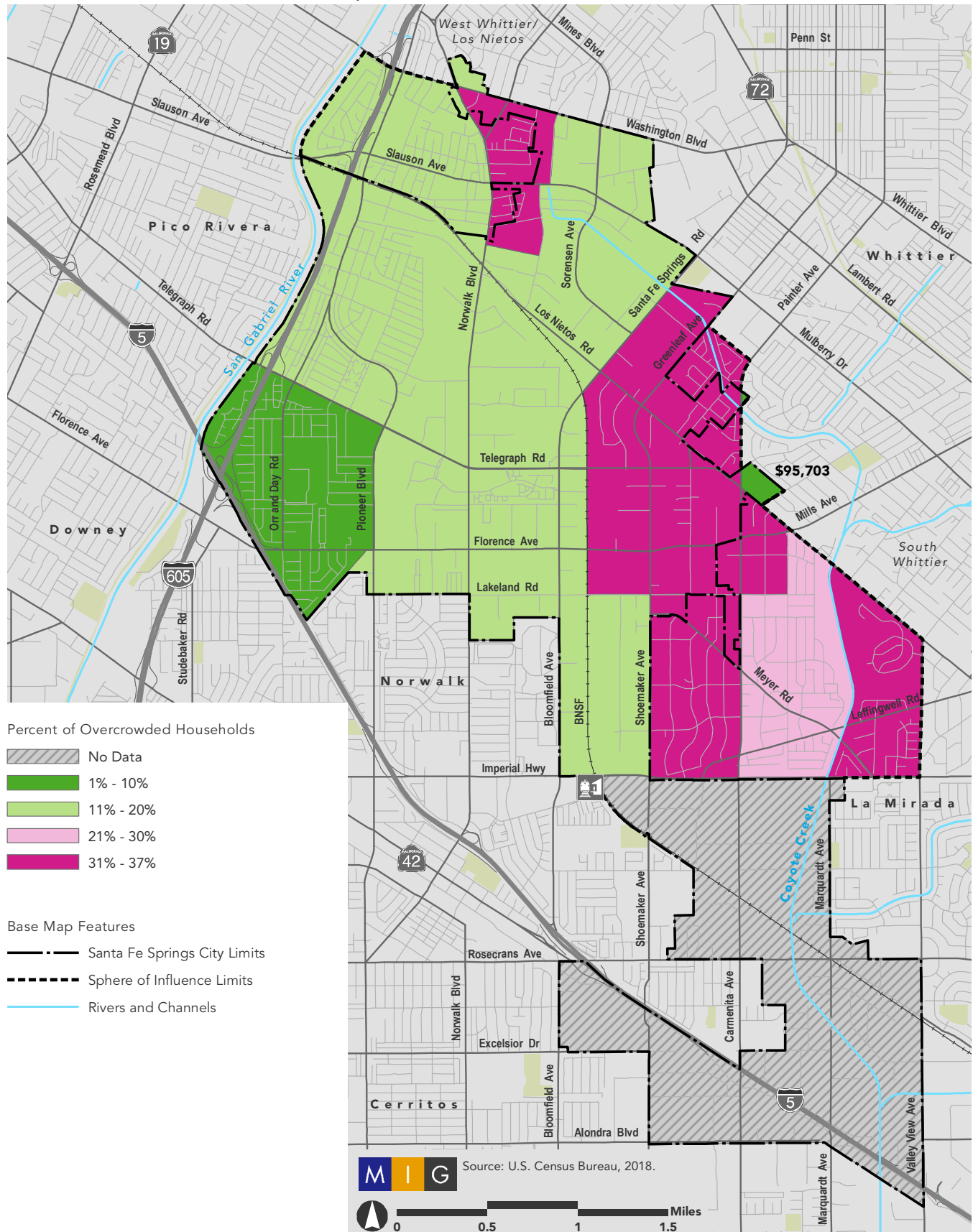
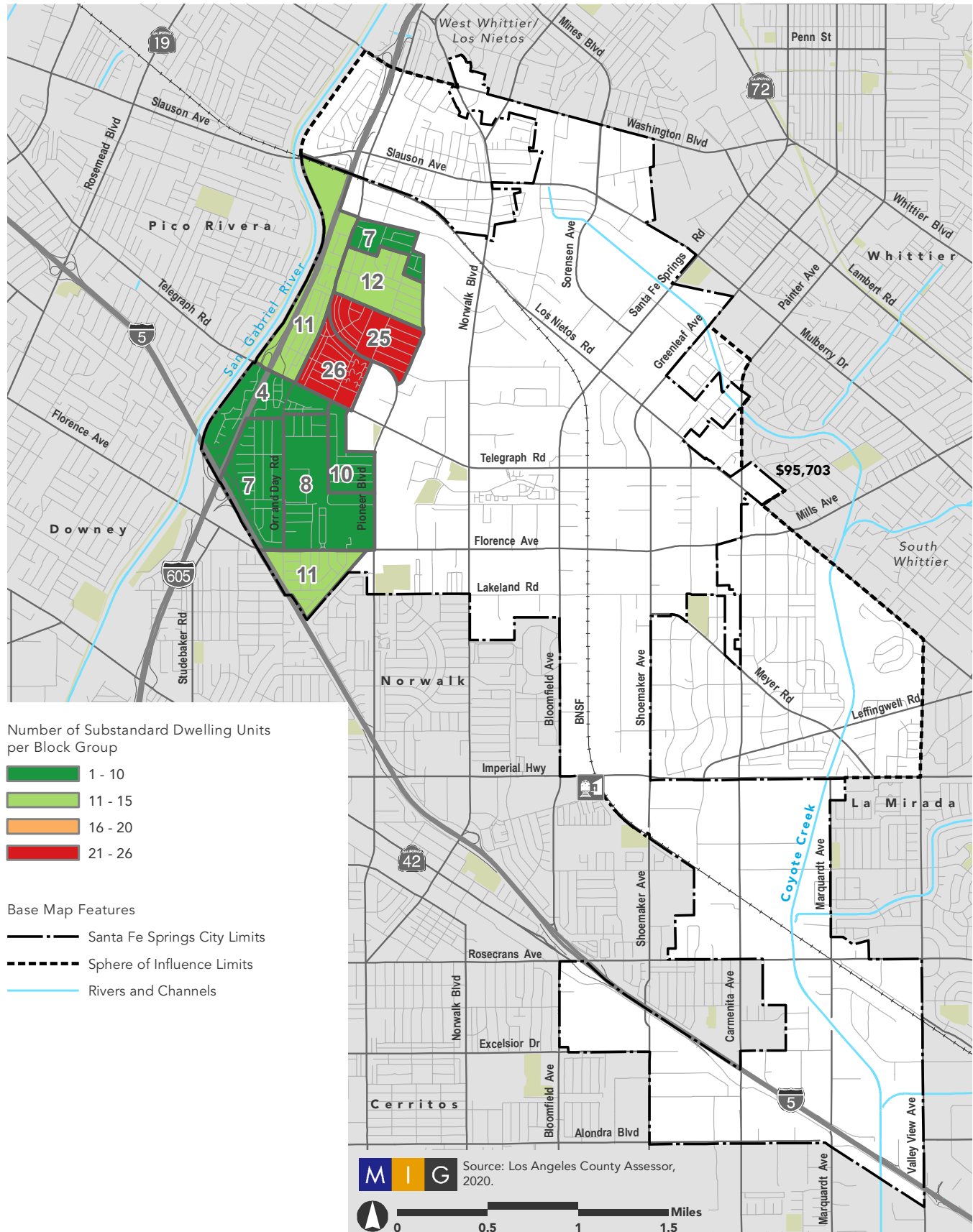


Figure H-4: Substandards Housing



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Housing Cost

The cost of housing in a community is directly correlated to the amount of housing problems and affordability issues. High housing costs can price low-income families out of the market, cause extreme cost burdens, or force households into overcrowded or substandard conditions. Census data indicates the median home price was \$430,800 in 2018. The median home price was \$554,707 in 2020, according to Redfin, which is 28.8 percent greater than the median home price in 2018. This trend reflects the general trend in California regarding rising home prices during this period.

In 2018, 35 percent of Santa Fe Springs households lived in rental housing. The average rent was \$1,377 per month, with a third of households (34.1 percent) paying between \$1,000 and \$1,499 in rent. Table H-7 shows that the HUD-determined fair market rents for Los Angeles County fall within the range of the rents within Santa Fe Springs. Therefore, the rental rates in Santa Fe Springs generally are less than the HUD-determined fair market rents. Additionally, newer apartment buildings are renting at a higher rental cost.

Special Housing Needs

Housing Element law requires local governments to include an analysis of housing needs for residents in specific special needs groups and to address resources available to support these needs.

Persons with Disabilities

Disabled residents experience housing access and safety challenges. This is especially true for disabled residents with only limited incomes who often must rely on Social Security income alone. As such, most of their monthly income is often devoted to housing costs. In addition, disabled persons may face difficulty finding accessible housing (housing that is made accessible to people with disabilities through the positioning of appliances and fixtures, the heights of installations and cabinets, layout of unit to facilitate wheelchair movement, etc.) because of the limited number of such units.

In 2018, 1,852 Santa Fe Spring residents had disabilities, making up 10.4 percent of the population compared to 9.9 percent in Los Angeles County. Of the 10.4 percent of residents who have a disability, 3.9 percent have a developmental disability. According to the Centers for Disease Control and Prevention, developmental disabilities are a group of conditions due to an impairment in physical, learning, language, or behavior areas. These conditions begin during the developmental period, may impact day-to-day functioning, and usually last throughout a person’s lifetime.

Table H-7: Fair Market Rents in Los Angeles County

Fiscal Year	Efficiency	One-Bedroom	Two-Bedroom	Three-Bedroom	Four-Bedroom
2018 FMR	\$1,067	\$1,284	\$1,663	\$2,231	\$2,467
2019 FMR	\$1,158	\$1,384	\$1,791	\$2,401	\$2,641
2020 FMR	\$1,279	\$1,517	\$1,956	\$2,614	\$2,857
2021 FMR	\$1,369	\$1,605	\$2,058	\$2,735	\$2,982

Source: FY2020 Fair Market Rents. U.S Department of Housing and Urban Development



The State Department of Developmental Services (DDS) provides community-based services to persons with developmental disabilities and their families through a statewide system of 21 regional centers. The East Los Angeles County Regional Center (ELARC) serves residents in Santa Fe Springs. The center is a private, non-profit community agency that contracts with local service providers to offer a wide range of services to individuals with developmental disabilities and their families. The ELARC served 12,170 consumers in 2020, but does not identify how many are from Santa Fe Springs.

Elderly (65+ Years)

Many senior-headed households have special needs due to their relatively low incomes, disabilities or limitations, and dependency needs. Many people aged 65 years and older live alone, may have difficulty maintaining their homes, are usually retired, living on a limited income, and more likely to have high health care costs and rely on public transportation, especially those with disabilities. The limited income of many elderly persons often makes it difficult for them to find affordable housing. In 2018, there were 2,486 elderly individuals in Santa Fe Spring, consisting of 14 percent of the total population, compared to 12.9 percent in Los Angeles County.

Large Households (5+ Members)

Large households, defined by HCD as households containing five or more persons, have special housing needs due to the limited availability of adequately sized, affordable housing units. Larger units can be very expensive; as such, large households are often forced to reside in smaller, less expensive units or double-up with other families or extended family to save on housing costs, both of which may result in unit overcrowding.

In 2018, 1,005 households in Santa Fe Springs were large households (defined as 5 or more persons in one household), making up 19.3 percent of total households. In Los Angeles County, 14.4 percent of the total population lives within a large household, approximately five percentage points lower than Santa Fe Springs.

Farmworkers

Due to the high cost of housing and low wages, a significant number of migrant farm workers have difficulty finding affordable, safe, and sanitary housing. In 2018, 16 percent of Santa Fe Springs residents worked as farmworkers, or 2.7 percent of resident workers. Given the paucity of farmland in urbanized Los Angeles County, some of these classifications may include persons in the landscaping industry. Due to the low number of agricultural workers in the City, the housing needs of migrant and/or farm workers can be met through general affordable housing programs.

Female-Headed Households

Single-parent households require special consideration and assistance because of the greater need for day care, health care, and other services. In particular, female-headed households with children tend to have lower incomes and a greater need for affordable housing and accessible daycare and other supportive services. The relatively low incomes earned by female-headed households, combined with the increased need for supportive services, severely limit the housing options available to them.

In 2018, 698 (3.9 percent) female-headed households lived in Santa Fe Springs. Four hundred sixteen households (416), or 8.0 percent of total households, were female-headed with own their children. Most female-headed households (57.6 percent) lived in owner-occupied units.

People Experiencing Homelessness

Population estimates for people experiencing homelessness are very difficult to quantify. Census information is often unreliable due to the difficulty of efficiently counting a population without permanent residences. Given this impediment, population numbers for the homeless are often derived from local estimates of the homeless and anecdotal information

The 2020 Greater Los Angeles Homeless Count, conducted by the Los Angeles Homeless Service Authority, includes a count of people experiencing homelessness on the street and in shelters. The count



identified 161 homeless persons with 32 sheltered and 129 unsheltered in Santa Fe Springs, excluding the Sphere of Influence (see Table H-8). The majority of unsheltered homeless persons were either in a recreational vehicle (46 percent), in cars (28 percent), or on the streets (14 percent). Many homeless persons use the San Gabriel River and I-605 freeway areas and railroad right of ways for encampments. Homeless persons living in vehicles tend to park in industrial areas, where there are fewer housed residents to call in complaints. Most of the unsheltered homeless persons (58) were identified in the industrial areas south of Imperial Highway in 2019, but only 5 persons were counted in 2020. In 2020, 63,706 homeless people were counted in Los Angeles County overall.

Resources for residents experiencing homelessness in Santa Fe Springs and neighboring cities are available locally and in adjacent cities. Within the City, the Interfaith Food Center offers food assistance and meal programs for low-income and homeless residents of Santa Fe Springs, Whittier, and La Mirada. The Santa Fe Springs

Transitional Living Center is located at 12000 Washington Boulevard. This facility provides services and temporary housing for homeless mother and their children who are victims of domestic and/or substance abuse. They also provide counseling, life skills classes, parenting classes, case management, and housing placement assistance.

A variety of homeless services and resources in adjacent Whittier serve Santa Fe Springs residents, including Whittier First Day, the Women’s and Children’s Crisis Shelter Whittier, and Cold Weather Shelter. Other homeless services and resources located within 10 miles of Santa Fe Springs include Ollie House in Downey, At the Fountain Transitional Living Inc. in Bellflower, Bell Shelter in Bell, East San Gabriel Valley Coalition for the Homeless in Hacienda Heights, Jordan’s Transitional Shelter in Compton, and Santa Ana Armory Cold Weather Shelter in Fullerton.

Table H-8: Special Needs Groups

Special Needs Category	Santa Fe Springs		Los Angeles County	
	Number	Percent	Number	Percent
Persons with Disabilities	1,852	10.4%	993,035	9.9%
Persons with Developmental Disabilities	646	3.9%	382,097	4.1%
Elderly (65+ years)	2,486 individuals 1,364 households	14.0% individuals 26.2% of households	1,299,277 individuals 721,680 households	12.9% individuals 21.8% of households
Large Households (5+ members)	1,005	19.3%	477,395	14.4%
Large Households (5+ members)	1,005	19.3%	477,395	14.4%
Female Headed Households	698	3.9% of households	568,634	5.6% of households
People Experiencing Homelessness (2020)	161 individuals	N/A	63,706 individuals	N/A

Source: FY2020 Fair Market Rents. U.S Department of Housing and Urban Development



Energy Conservation Opportunities

Energy-related housing costs can directly impact the affordability of housing. While State building code standards include mandatory energy efficiency requirements for new development, city governments and utility providers play important roles in encouraging and facilitating energy conservation and helping residents minimize energy-related expenses. Policies addressing climate change and energy conservation are integrated into the Santa Fe Springs General Plan.

Santa Fe Springs practices water conservation through reduced use, efficiency, reclaimed water, and controlling water runoff pollution to protect water resources. Efforts to divert solid waste from landfills are ongoing and the City has a robust recycling and yard waste collection program. Santa Fe Springs is supporting the construction of green buildings which utilize technologies such as cogeneration, solar panels, and thermal energy storage all of which reduce reliance on traditional energy resources. Part 6 of Title 24, which was updated in January 2020, outlines the California Building Standards Energy code. The updated California solar mandates of 2020 requires that all new residential homes meet Title 24 requirements. This makes California's code the first in the nation to require solar for newly built homes as of January 1, 2020.

Southern California Edison provides energy service to Santa Fe Springs and offers an energy savings assistance program which provides energy efficient appliances like air conditioners and refrigerators to those who qualify. The Residential Energy Efficiency Loan (REEL) gives homeowners and renters access to affordable financing for energy efficient projects. Southern California Edison also offers many solar panel programs for residential buildings: The Disadvantaged Communities (DAC)-Single-Family Solar Homes (DAC SASH), Solar on Multifamily Affordable Housing (SOMAH), and Multifamily Affordable Solar Housing (MASH). They also facilitate the Smart Energy Program, a program that involves issuing subsidized programmable thermostat and energy credits in exchange for allowing Southern California Edison to adjust the temperature (increase of four degrees and up to four hours a day) during high demand periods.

Needs Assessment Findings

The following summarizes the Needs Assessment key findings.

- **Senior Population.** The City has a higher percentage of seniors, age 65 and older, compared to Los Angeles County as a whole. This is largely due to two large senior complexes located along Fulton Wells Avenue, the Costa Azul Apartments (age 55+) and Little Lake Village Senior Apartments (age 62+), consisting of 424 units.
- **Hispanic/Latino Population.** The City has a higher percentage of Hispanic/Latino population compared to Los Angeles County, 74.3 percent to 48.5%, respectively. However, the Hispanic Latino population saw a slight percentage reduction (-4.6 percent) between 2010 and 2018.
- **Employment.** Santa Fe Springs has a high jobs-to-housing ratio, meaning there are approximately nine jobs in the City for every housing unit.
- **Income.** In 2017, approximately 22 percent of all households in the City made less than \$19,000 annually, while nearly 40 percent of all households made over \$64,251. The 2018 median household income for Santa Fe Springs was \$65,518. Approximately 13 percent of City residents lived in poverty.
- **Housing Stock.** Of the 5,363 housing units in the City, 64% are 60 years and older. Based on the building age and assessed building and land value, the City estimates that in 2020, approximately 100 to 150 housing units are in severe need of replacement or substantial rehabilitation due to housing conditions.
- **Overcrowding.** In Santa Fe Springs, 13.3 percent of all housing units are overcrowded. Overcrowding is more prevalent in rental units, at 19.8 percent compared to owner-occupied units at 9.8 percent.
- **Large Households.** In Santa Fe Springs, 19.3 percent of all households are classified as large households (defined as 5 or more persons in one household), compared to 14.4 percent in Los Angeles County.



Projected Housing Need (RHNA)

Housing-element law requires a quantification of each jurisdiction’s share of the regional housing need as established in the RHNA Plan prepared by the jurisdiction’s council of governments. HCD, in conjunction with SCAG, determine a projected housing need for the region covered by SCAG (the counties of Riverside, San Bernardino, Los Angeles, Orange, Ventura, and Imperial). The SCAG-region RHNA for 2021-2029 is 1,341,834 new housing units. SCAG has, in turn, allocated this share among its constituent jurisdictions, distributing to each its own RHNA divided along income levels. The City of Santa Fe Springs has a RHNA of 952 housing units to accommodate in the Housing Element period. The income distribution is as shown in Table H-9.

Table H-9: Regional Housing Needs Allocation 2021-2029

Income Group	% of County AMI	Number of Units Allocated	Percent of Total Allocation
Very Low ¹	0-50%	253	26.6%
Low	>50-80%	159	16.7%
Moderate	>80-120%	152	16.0%
Above Moderate	120%+	388	40.8%
Total		952	100.0%

Note: Pursuant to AB 2634, local jurisdictions are also required to project the housing needs of extremely low-income households (0-30% AMI). In estimating the number of extremely low-income households, a jurisdiction can use 50% of the very low-income allocation or apportion the very low-income figure based on Census data.



HOUSING CONSTRAINTS

Although the City of Santa Fe Springs strives to ensure the provision of adequate and affordable housing to meet the needs of the community, many factors can constrain the development, maintenance, and improvement of housing. These include market mechanisms, government regulations and policies, and infrastructure and environmental constraints. This section addresses these potential constraints that may affect the supply and cost of housing in Santa Fe Springs.

Non-Governmental Constraints

The availability and cost of housing is strongly influenced by market factors over which local government has little or no control, as well as environmental conditions such as contaminated sites which require remediation. A general assessment of constraints includes description of existing actions the City has undertaken to either offset development costs or assist in reducing the effects of environmental constraints that are unique to Santa Fe Springs.

Housing prices in the Southern California soared to record highs during the COVID-19 pandemic. Southern California home prices in March 2021 rose by double digits for the eighth consecutive month. The six-county region's median home price increased 14.5 percent from a year earlier to a record \$630,000, according to the real estate firm DQNews. The number of houses, condominiums, and town homes that sold rose 32.2 percent. The runup on home prices occurred nationwide. Since 2015, mortgage rates remained below 5 percent, and the work-from-home conditions brought about by the COVID-19 pandemic enticed many people to buy homes outside of more expensive urban areas. Millennials have replaced Baby Boomers as the largest cohort of home buyers in the nation. The health of the housing market as reflected in home prices and sheer demand encourages private investments. However, it also renders government financing or any other household financial support even more limited in affecting affordability.

Development Costs

Market-driven constraints or the economic factors that drive private housing development are land costs, construction costs, and availability of financing. The portions of the development costs that are non-governmental constraints refer to the market-driven costs associated with housing developments: hard costs (construction and labor), soft costs (financing, fees, tax, title, and insurance), and land costs. According to the UC Berkeley Turner Center for Housing Innovation, hard construction costs (materials and labor) represented 63 percent of the total cost of producing a new residential building in California (2008-2018). Soft costs such as legal fees, insurance, professional fees, and development fees represent 19 percent of the total development cost, followed by land costs and conversion costs at 18 percent. The average development cost per unit in California is \$480,000, a 17 percent increase since 2008. The increases are driven largely by construction costs, which already account for the largest share of development costs.

Factors influencing the cost of affordable housing are no different from market-rate construction. However, affordable housing developers face increased complexity in financing affordable projects and the need to manage multiple funding sources while meeting their respective requirements. Development costs are sometimes broken down into components known as the Five Ls, as described by the UCLA Lewis Center Regional Policy Studies:

- **Lumber (Building Materials):** materials required to construct a new building, including not just lumber but concrete, steel, windows, flooring, HVAC, electrical, drywall, etc.
- **Labor:** wages and salaries paid to the people who build the projects
- **Lending:** interest paid on debt and returns on investment owed to project investors
- **Laws:** rules and regulations that increase costs, such as on-site affordability requirements, impact fees, and minimum parking requirements



- **Land:** the value of the property itself, whether it is currently vacant or used for another purpose and intended for redevelopment

Land cost, in the context of development, is dependent on the value of the other Ls. When assessing the financial feasibility of a new development, developers must first estimate the cost of project approvals (entitlement), design and other soft costs, financing, construction, and profit margin. Developers estimate the value of the potential development based either on projected rents or sale prices. The gap between those two values is what they can afford to pay for the land, known as the “residual land value.” When residual land value falls below the land’s value based on its present use (e.g., a strip mall or surface parking lot), or if it simply falls below what the current owner is willing to accept, new development—residential or otherwise—is unlikely to occur. This is one way in which higher fees and affordability requirements can lead to less new housing. Although these additional costs cannot be added to rents or sale prices they are still “baked into” the price of the land.

Labor and Construction Costs

The Turner Center for Housing Innovation at the University of California, Berkeley states that the cost of building a 100-unit affordable housing project in California was almost \$425,000 per unit in 2016, up from \$265,000 per unit in 2000. Between 2008 and 2018, the core components of a building—wood, plastics, and composites costs rose by 110 percent after accounting for inflation, and the cost of finishes rose by 65 percent. Additionally, as a result of the COVID-19 pandemic, the price of lumber rose 280 percent between 2020 and 2021. This was the result of an epic shortage caused by sawmills easing their output due to the pandemic. At the very same time, a staggering increase in demand was being generated by house-bound homeowner making additions to their homes. Although prices are anticipated to correct as more sawmills increase production, lingering cost impacts likely will affect housing construction costs.

These components are global commodities and prices move in line with unpredictable geopolitical situations.

- Metals costs include metal framing, joists, decking, stairs, and railings, among others
- Concrete costs cover concrete forming and accessories, concrete reinforcing, cast-in-place concrete, precast concrete, cast decks and underlayment, mass concrete, and concrete cutting and boring
- Finishes costs consist of plaster and gypsum board, tiling, ceilings, flooring, wall finishes, painting, and coating, among others
- Wood, plastics, and composites costs include rough carpentry, finish carpentry, architectural woodwork, structural plastics and composites, and plastic fabrications such as railings and paneling

The cost and availability of workers ranks as the top concern of housing developers affiliated with the National Association of Home Builders, outranking prices of building materials. The total number of units included in each year’s permitted projects increased 430 percent between 2009 and 2018, but the number of construction workers has only expanded by 32 percent. Construction work is a skilled trade, and housing construction work is deemed an essential business activity. Contractors note shortages of workers with more multifamily construction experience. Prevailing wage requirements that are sometimes associated with publicly assisted housing construction and streamlining legislation (SB 35) can cost an average of \$30 more per square foot.

One of the recommendations for governments to reduce construction cost and address labor shortages is to encourage industrialized construction, that is, off-site construction or manufacturing of building components, which is then transported and assembled at the building site. This process saves as much as 20 percent on the cost of building a three- or four-story wood-frame multifamily development and shortens the construction timeline by 40 to 50 percent.



Financing Costs

Developers finance housing projects with a mix of equity and debt. Equity pays for early development activities like land acquisition and project entitlements. This source of financing comes from developers themselves and investors such as pension funds and real estate investment trusts (REITs). Because equity bears greater risk than debt—if a project does not meet its financial targets, the losses are taken from equity—equity investors expect a relatively high return on investment, perhaps 10 percent per year or more. Debt comes in later, usually once a project has secured city approval and is ready to be built, and once 100 percent of the equity has been funded. Because debt is lower risk, today it commands a lower interest rate, often 6 percent or less. Within reasonable limits, developers can reduce financing costs (“carrying costs”) by minimizing the equity share of project funding and maximizing the debt share.

Land Costs

Land costs include acquisition and the cost of holding land throughout the development process. These costs can account for as much as half of the final sales prices of new homes in small developments or in areas where land is scarce. Among the variables affecting the cost of land are the size of lots, location and amenities, the availability and proximity of public services, and the financing arrangement between the buyer and seller. Cost considerations include the cost of the land per square foot determined by the current market as well as the intended use, the number of proposed units, or the allowable density of development permitted on the site. Local governments can significantly affect land costs of a housing development by increasing the supply of land for residential uses (via land use policy) and increasing the number of units that can be built.

Few residential lots are listed for sale in Santa Fe Springs. However, a 2.5-acre lot (at Florence Avenue and Carmenita Road) listed primarily for investment/development value was priced at \$5,195,000 in the unincorporated area of Santa Fe Springs. Most development in Santa Fe Springs would involve recycling properties with existing uses, adding to the cost of land.

A density bonus is available to developers who provide affordable housing as part of their projects. Developers of affordable housing may also be granted regulatory concessions or development incentives. Density bonuses, together with the incentives and/or concessions, result in a lower average cost of land per dwelling unit thereby making the provision of affordable housing more feasible.

Environmental Constraints

The General Plan identifies residential land uses in areas of the City formerly occupied by industrial businesses or near industrial uses. These properties pose potential environmental hazards that could require significant investment in site remediation and/or incorporation of costly mitigation. These hazards concern quality of life issues such as public health and safety, along with hazards that may influence decisions of potential housing developers, investors, and residents. The location and description of these hazards are provided in the Safety Element and Environmental Justice Element. As of 2019, the U.S. Environmental Protection Agency lists 1,357 regulated facilities in Santa Fe Springs from its database that tracks sources of pollutants, chemicals, toxic release, greenhouse gas, and hazardous waste. For some sites, remediation of contaminated land could take 30 years or more and may not result in a condition suitable for residential use.

Since 1977, more than 40 different providers have maintained wells in the Santa Fe Springs oil field. Active oil wells (wells still extracting oil) are located in the central and eastern portions of the oil field, occupying approximately 10 city blocks, or 784 acres. Idle wells are oil and gas wells which are not in use for production, injection, or other purposes, but also have not been permanently sealed. Over 1,000 oil wells have been plugged in the City since the 1920s. Development within an active oil production area adds to costs of residential development, as active oil wells contain existing contractual agreements where portions of the land will need to be reserved for oil production, thus constraining the size of residential development potential. Abandonment costs for closings oil wells are estimated at \$300,000 per well.



The Safety Element identifies areas that continue to be affected by current and former oil industry operations, one Superfund site requiring extensive remediation, and businesses that produce, use, or transport hazardous materials. Given the predominant industrial nature of Santa Fe Springs, several residential neighborhoods abut or are near these businesses.

Other environmental constraints identified in the Safety Element are local earthquake faults, liquefaction hazards, and dam inundation. Two active blind thrust faults—the Puente Hills and the Elysian Park thrust systems—cross diagonally through central Santa Fe Springs. Blind thrust faults are shallow-dipping reverse faults that do not rupture the surface and cannot be detected visually. The Elysian Park and Puente Hills faults could generate substantial ground shaking in an earthquake, causing damage to infrastructure, including roadways and bridges, dams, and essential facilities such as fire and police stations, emergency preparedness centers, and structures containing chemicals for manufacturing and storage.

Liquefaction is a condition where water-saturated sediment temporarily loses strength and acts as a fluid, generally resulting from ground shaking associated with an earthquake. Liquefaction potential and severity depends on several factors, including soil and slope conditions, proximity to a fault, earthquake magnitude, and type of earthquake. In Santa Fe Springs, liquefaction hazards are present along the drainage channels on the periphery of the City, as well as residential and industrial areas in the north, residential neighborhoods west of Norwalk Boulevard, and primarily industrial areas south of Imperial Highway. Although possible, liquefaction is unlikely to occur due to the water table depth of more than 50 feet throughout the City.

Local Efforts to Remove Nongovernmental Constraints

This analysis looks at local efforts to remove nongovernmental constraints that influence market actors such as developers, potential homebuyers, and renters which in turn limit the City's ability to accommodate its RHNA allocation in each income category.

Non-governmental constraints are mostly constitutional in nature, meaning that Santa Fe Springs, as a general law city, has limited ability to raise revenues or construct housing, and the City certainly cannot regulate market decisions. To promote housing production, the City relies on programs that incentivize market actors.

Prior to the dissolution of redevelopment agencies by the State legislature in 2012, Santa Fe Springs had a robust redevelopment program that generated millions of dollars for housing and community improvement projects. The redevelopment agency facilitated development of six housing projects totaling 389 affordable units through the use of low- and moderate-income housing funds. The oldest development dates to 1969 (Pioneer Gardens), and the Little Lake Villages development completed in 2003. Two housing projects, Silvercrest Residences and Pioneer Gardens, have affordable covenants set to expire by 2030, beyond the planning period for this Housing Element; however, the City can begin discussions and investigations to have the covenants extended. The redevelopment agency also facilitated construction of the The Villages at Heritage Springs, one of the first major housing developments on a former oil field. The project required the removal of oil sumps, concrete vaults from oil derricks, old pipelines (including asbestos-lined pipe), drilling mud, and oil residue from well pumps. In addition to financing construction programs, the agency used redevelopment funds for rehabilitation of existing homes and first-time homeownership for low-income families. These funding sources and city-funded programs are no longer available.

City-owned properties or other agency-owned properties in Santa Fe Springs represent potential resources to address high housing costs by supporting affordable housing development under AB 1486 and AB 1255. Public lands, particularly those transferred to the City by the redevelopment agency, can be sold or leased below market price to affordable housing developers, thus minimizing developers' holding and purchasing costs. Another benefit to housing developers is the mitigation of investment risks. In early 2021, the City approved an Exclusive Negotiating Agreements (ENA) with the Whole Child and the Richman Group for a portion of the 3.9-acre property located at 13231 Lakeland Road. Projects



intended for the site include new affordable family and special needs rental housing, interim affordable housing for families, and housing for veterans experiencing homelessness. The City also entered into an exclusive negotiating agreement with Habitat for Humanity of Greater Los Angeles for the construction of 18 for-sale townhomes.

HCD's Statewide Affordable Housing Opportunities Sites inventory identifies two parcels (APNs: 7005-014-915 and 7005-014-913) currently owned by the California Department of Transportation (Caltrans) that are prioritized by the State Department of General Services and HCD as suitable for sustainable, innovative, cost-effective affordable housing. Also, the California Highway Patrol office located at 10051 Orr and Day Road is planned for relocation to the Department of State Hospitals - Metropolitan in Norwalk, creating another opportunity for a publicly-owned property to be developed with affordable housing. Working with these State agencies, the City has the opportunity to address market constraints to affordable housing development.

Financing and Government Assistant Programs

The availability of capital to finance new residential development is a significant factor that can impact both the cost and supply of housing. A fluctuation in rates of just a few percentage points can make a dramatic difference in the annual income needed to qualify for a loan. As of 2021, although interest rates remained low, lenders consider applicants much more closely than in the past, leading to credit tightening despite affordable interest rates. In February of 2016, California's Legislative Analyst's Office (LAO) estimated that new construction to address a shortfall of 1.7 million housing units would cost at least \$250 billion in public subsidies.

Four State agencies contribute to the State's basic housing efforts through their financial resources to support affordable housing: the California Department of Housing and Community Development (HCD), the California Housing Finance Agency, the California Tax Credit Allocation Committee (CTCAC), and the California Debt Limit Allocation Committee (Debt Limit Committee).

State, county, and the federal government—along with private organizations—have financial assistance programs for agencies, jurisdictions, and developers. Active as of 2021, the following programs are specifically designed to finance affordable housing. Additional financial sources not mentioned in the list include State and federal emergency programs to address impacts from the COVID-19 pandemic and specific federal housing programs for special needs housing, residential care, and housing for targeted populations. By making potential developers aware of these programs, the City can help address market constraints to affordable housing development.

- Affordable Housing and Sustainable Communities (AHSC) Program.** Administered by the Strategic Growth Council and implemented by HCD, the AHSC Program funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. These include new construction, acquisition, and substantial rehabilitation, including preservation of affordable housing at risk or conversion of one or more nonresidential structures to residential dwelling units.
- CalHome.** The CalHome program provides grants to local public agencies and nonprofit corporations to assist first-time homebuyers become or remain homeowners through deferred-payment loans. Funds can also be used to assist in the development of multiple-unit ownership projects.
- Community Development Block Grant (CDBG).** The CDBG program is a long-standing federal program that funds housing activities, public works, community facilities, public service projects serving lower-income people, and planning and evaluation studies related to any eligible activity defined by the law. Santa Fe Springs, whose funds are administered through the Los Angeles County Development Authority, has used CDBG funds for single- and multi-family rehabilitation, rental housing acquisition and homeownership assistance, and activities that support new housing construction.



- **California Debt Limit Allocation Committee (CDLAC).** The CDLAC was created to set and allocate California’s annual debt ceiling and administer the State’s tax-exempt bond program to issue the debt. CDLAC’s programs are used to finance affordable housing developments for low-income Californians, build solid waste disposal and waste recycling facilities, and to finance industrial development projects. The Qualified Residential Rental Project Program helps spur affordable housing production by assisting developers of multifamily rental housing units with the acquisition and construction of new units, or the purchase and rehabilitation of existing units. The Single-Family First-Time Homebuyer Program helps homebuyers of single-family homes, condominiums, and townhouses use mortgage credit certificates to reduce their federal tax liability by applying the credit to their net tax due. State and local governmental agencies and joint powers authorities can issue both tax-exempt mortgage revenue bonds (MRBs) or mortgage credit certificates (MCCs) to assist first-time homebuyers when they purchase a home.
- **Golden State Acquisition Fund (GSAF).** The GSAF is a \$93 million flexible, low-cost financing program aimed at supporting the creation and preservation of affordable housing throughout California. Financing is available for rental housing and homeownership opportunities in urban and rural communities. GSAF was established with \$23 million in seed funding from HCD. These funds are leveraged with additional capital from the seven community development financial institutions that serve as originating lenders.
- **HOME.** Federal HOME funds assist cities, counties, and non-profit community housing development organizations (CHDOs) create and retain affordable housing for lower-income renters or owners. HOME funds are available as loans for housing rehabilitation, new construction, and acquisition and rehabilitation of single- and multifamily projects and as grants for tenant-based rental assistance.
- **Homekey.** Enacted by the State in 2020 in response to economic conditions brought about by the COVID-19 pandemic, Homekey provides grants to local entities (including cities, counties, and other local public entities such as housing authorities and federally recognized tribes) to acquire and rehabilitate a variety of housing types—such as hotels, motels, vacant apartment buildings, and residential care facilities—in order to serve people experiencing homelessness or at risk of serious illness due to COVID-19.
- **Housing for a Healthy California (HHC).** HHC provides funding on a competitive basis to deliver supportive housing opportunities to developers using the federal National Housing Trust Funds (NHTF) allocations for operating reserve grants and capital loans.
- **Infill Infrastructure Grants (IIG).** The State’s IIG program provides grant assistance available as gap funding for infrastructure improvements necessary for specific residential or mixed-use infill development projects or areas. This can help reduce off-site costs associated with a housing development.
- **Local Housing Trust Fund (LHTF).** The State’s LHTF program lends money for construction of rental housing projects with units restricted for at least 55 years to households earning less than 60 percent of area median income. State funds matches local housing trust funds as down payment assistance to first-time homebuyers.
- **Low-Income Housing Tax Credit.** This competitive State program allocates federal and State tax credits to developers of affordable rental housing for low-income households. Developers often partner with cities to find sites capable of receiving high scores, such as sites near transit and well served by urban infrastructure.
- **Multifamily Housing Program (MHP).** MHP, a State program, makes low-interest, long-term deferred-payment permanent loans for new construction, rehabilitation, and preservation of



permanent and transitional rental housing for lower-income households.

- **National Housing Trust Fund Program (NHTFP).** This federal program assists in new construction of permanent housing for extremely low-income households. This is a permanent program with dedicated source(s) of funding and thus is not subject to annual appropriations. The funds can be used to increase and preserve the supply of affordable housing, with an emphasis on rental housing for extremely low-income households.
- **No Place Like Home.** This State program uses bond monies to invest in the development of permanent supportive housing—through new construction or rehabilitation—for persons in need of mental health services and experiencing homelessness, chronic homelessness, or who are at risk of chronic homelessness.
- **Predevelopment Loan Program (PDLP).** PDLP provides predevelopment capital to finance the start of low-income housing projects. Eligible costs include site control, site acquisition for future low-income housing development, engineering studies, architectural plans, application fees, legal services, permits, bonding, and site preparation.
- **Transit-Oriented Development (TOD) Housing Program.** The State offers low-interest loans as gap financing for rental housing developments near transit that include affordable units.
- **Veterans Housing and Homelessness Prevention Program (VHHPP).** Through this program, entities can obtain long-term loans for development or preservation of rental housing for very low- and low-income veterans and their families. Funds are made available to sponsors who are for-profit or nonprofit corporations and public agencies.

Governmental Constraints

Although local governments have little influence on such market factors as interest rates and availability of funding for development, their policies and regulations can affect both the amount of residential development that occurs and the affordability of housing. Since governmental actions can constrain development and housing affordability, State law requires the Housing Element to “address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.”

The City’s primary regulations that affect residential development and housing affordability are Title XV (Land Usage) of the Santa Fe Springs Municipal Code (Municipal Code), the General Plan, development processing procedures and fees, on- and off-site improvement requirements, and building codes. In addition to a review of these policies and regulations, an analysis of governmental constraints on housing production for persons with disabilities is included in this section. State housing laws effective as of 2018 have targeted local government constraints on housing developments. Applicable to all housing developments are amendments to Housing Accountability Act (HAA) and SB 330.



General Plan

In 2021, the City comprehensively updated its General Plan in parallel with this Housing Element, with a focus on increasing the multi-family housing supply within walking distance of planned and established transit stations and within a downtown setting. To increase residential land use capacity, the General Plan now includes three mixed-use districts: Mixed Use, Mixed Use-Downtown, and Mixed-Use Transit Oriented Development (TOD). The General Plan also increased allowable residential density in Multiple Family land use. Table H-10 lists the General Plan land use categories and corresponding zoning districts. With a City that is completely build out, the City identified opportunities where housing could be built in the future, taking into account access to services and potential pollution and contamination impacts.

Table H-10: General Plan Residential Land Use Categories and Corresponding Zoning Districts

General Plan Land Use Categories	Description	Maximum Density (Units per Acre)	Zoning Districts
Low Density Residential	Development of detached single-family dwelling units	9	A-1 , R-1
Medium Density Residential	Development of detached and attached single-family dwelling units, multi-family dwelling units, and mobile homes	25	R-3
High Density Residential	Development of multi-family dwelling units	40	New
Mixed Use	Mixed-use development, multi-family residential development, and businesses to meet the demand for retail goods, restaurants, and commercial services	40	New
Mixed Use Downtown	Mixed-use development, multi-family residential development, and businesses to meet demand for retail goods, restaurants, commercial services, and public gathering spaces within a walkable downtown setting		
Mixed Use Transit -Oriented Development (TOD)	Mixed-use development, multi-family residential development at higher densities, and businesses to meet demand for commercial goods and services within walking distance of a transit station	60	New

Source: Santa Fe Springs 2040 General Plan Update, 2021.



Zoning Code

Title XV, Section 155 (Zoning) of the Municipal Code allows residential development in the agriculture zone (A-1) and two residential zones (R-1 and R-3) and when the property has a PD overlay. In the PD overlay, property can have a combination of land uses (60% primary zone and 40% alternate land use). For example, a C-4 PD zoned property may be developed with 60% commercial use and 40% residential use. Table H-11 summarizes use regulations for these zones, denoting whether the use is permitted by right (P) or conditionally permitted (C).

In parallel with the General Plan update, the City is amending the Zoning Code to ensure consistency between the two. The Zoning Code will be adopted concurrently with the General Plan and Housing Element (see Program 11: Zoning Code Revisions). Table H-12 identifies applicable development standards.

The residential height limit of 25 feet for the R-1 and R-3 zones presents limitations on new housing development. Staff has identified this development standard as one for which multi-family developers frequently request variances. Program 11 of the Housing Plan requires the City to amend the Zoning Code to be consistent with the General Plan and to review development standards to address and adjust constraints.

Table H-11: Allowed Residential Uses

Residential Use	A-1	R1	R3	C-4	ML	Additional Requirements
Single Family Detached	P	P	P	--	--	
Accessory Dwelling Unit and Junior Accessory Dwelling Unit	P	P	P	--	--	§155.644 and §155.644.1
Single Family Attached	P	P	P	--	--	
Multi-Family	--	--	P	--	--	
Community Care (6 or fewer persons)	P	P	P	--	--	
Community Care (more than 6 persons)	CUP	CUP	CUP	--	--	
Employee Housing, Small	P	P	P	--	--	
Manufactured Homes	P	P	P	--	--	
Mobile Homes - 1 per lot	--	--	--	--	--	
Mobile Home Parks (Trailer Parks)	--	--	CUP	--	--	
Transitional and Supportive Housing	P	P	P	--	--	
Emergency Shelters	--	--	--	--	P	§155.629.1
Single Room Occupancy (SRO) Housing	--	--	--	CUP	--	

Note: (P) Permitted, (CUP) Conditional Use Permit; and (--) Prohibited.



Table H-12: Residential Development Standards

Standard	A-1	R-1	R-3	Housing Development Implications
Minimum Lot Area	1 acre	5,000 sq. ft.	7,500 sq. ft.	The 7,500 sq. ft. minimum lot area creates challenges for small multi-family developments in the R-3 zone.
Minimum Lot Width	120 ft.	Interior Lots: 50 ft. Corner Lots: 60 ft. Reversed Corner Lots: 70 ft. Adjoining Specified Uses: 70ft.	60 ft.	
Minimum Lot Depth	170 ft.	100 ft. Adjoining Specified Uses: 120 ft.	125 ft.	
Minimum Set Backs				
Front	20 ft.	20 ft.	25 ft. tall: 15 ft. 35 ft. tall: 20 ft. 45 ft. tall: 25 ft.	The 25-foot height limit and the associated additional setback per 10 feet height increase creates challenges for housing development in the R-3 zone. Applicants typically request a variance to exceed the height limit.
Street Side	10 ft.	10 ft.	25 ft. tall: 10 ft. 35 ft. tall: 15 ft. 45 ft. tall: 20 ft.	
Interior Side	N/A	5 ft.	25 ft. tall: 5 ft. 25 ft. tall: 10 ft. 45 ft. tall: 15 ft.	
Front	20 ft.	20 ft.	25 ft. tall: 15 ft. 35 ft. tall: 20 ft. 45 ft. tall: 25 ft.	
Rear	10 ft.	15 ft.	5 ft.	
Height Limits	35 ft.	25 ft.	25 feet, with greater heights permitted provided they comply with additional side and rear yard requirements.	
Separations between dwellings on same property	Not applicable	Not applicable	25 ft. tall: 20 ft. 35 ft. tall: 25 ft. 45 ft. tall: 30 ft.	
Maximum Lot Coverage	20%	40%	60%	
Minimum Building Area	900 sq. ft.	900 sq. ft.	500 sq. ft.	



Parking Requirements

The City’s residential parking requirements are based on land use type and number of bedrooms, with visitor spaces based on the number of units instead of bedrooms. As shown in Table H-13, two parking spaces are required per single-family residential unit. Multifamily residential units generally average two spaces per unit.

Table H-13: Residential Parking Requirements

Off-Street Parking	Single Family	Multifamily
Requirement	Single Family: 2 per unit Trailer park: 1 per trailer site	2 per unit
Visitor or Guest Parking	None	None

For multifamily residential projects, staff incorporates guest parking standards through the conditions of approval due to the lack of parking standards for visitor or guest parking. The lack of parking standards creates confusion for guest parking standards. Program 11 requires the review of parking standards, including guest parking standards, to create clear standards for housing projects.

Provisions for a Variety of Housing Types

State housing element law requires that jurisdictions facilitate and encourage a range of housing types for all economic segments of the community. The Zoning Code accommodates a wide variety of conventional and special needs housing consistent with HCD guidelines.

Multifamily Housing

Multifamily housing development is allowed in the R-3 zone. However, multifamily housing in mixed-use developments, small-lot subdivisions, or multifamily construction utilizing podiums are not accommodated by development standards, particularly regarding setbacks, height, or calculation of density. Therefore, Planned Development applications are mandatory for the type of multifamily construction seen across the region.

Housing for Agricultural Employees (Permanent and Seasonal)

Santa Fe Springs has no agricultural land. According to U.S. Census American Community Survey 2014-2018, just 16 persons were employed in the agricultural sector out of a total of 7,963 workers. The average annual salary of agricultural worker is \$78,000, exceeding the average annual salary of \$59,000 for workers in all employment sector. Small employee housing (six or fewer occupants) is allowed in the R-1 and R-3 zone.

Emergency Shelters

Government Code Section 65583 requires jurisdictions to identify a zone or zones where emergency shelters are permitted without a conditional use permit (CUP) or other discretionary permits. Municipal Code Section 155.629.1 identifies management standards, parking requirements, and maximum bed and persons allowed for emergency shelters. Emergency shelter facilities are allowed by right in the Limited Manufacturing (ML) zone. AB 101 requires Low-Barrier Navigation Centers to be allowed by right in areas zoned for mixed use and nonresidential zones permitting multifamily uses. The Zoning Code will be updated to address Low-Barrier Navigation Centers.

Transitional and Supportive Housing

Effective January 1, 2019, AB 2162 (Supportive Housing Streamlining Act) requires supportive housing to be considered a use by right in zones where multifamily and mixed uses are permitted, including nonresidential zones permitting multifamily uses, if the proposed housing development meets specified criteria. As Table H-2 shows, transitional and supportive housing are allowed by right in the residential zones.

Single-Room Occupancy (SRO)

Single-Room Occupancy (SRO) are defined in Section 155.003 and listed as conditional uses in Section 155.153 (C-4 zone) and Section 155.243 (M-2 zone) in the Municipal Code. However, boarding houses, which have a similar function, are conditionally permitted in the R-3 zone.



Manufactured Homes and Trailers (Mobile Homes)

State law requires that manufactured homes be allowed in residential zones. These units cannot be regulated by any planning fees or review processes not applicable to conventional single-family dwellings. However, the architectural design of manufactured homes can be regulated. The Zoning Code addresses both manufactured homes and trailers. Manufactured homes are permitted in the R-1 and R-3 zones. Manufactured homes are subject to the same regulations as conventional single-family homes. As reported by the Department of Finance in 2020, there are 73 mobile homes in Santa Fe Springs. Trailer parks are allowed with approval of a Conditional Use Permit in the R-3 zone. As of 2021, the City has one mobile home park (a mobile home is a large transportable prefabricated structure that is situated in one particular place and used as a permanent living accommodation) and one trailer park (a trailer park an area with special amenities where trailers are parked and used for recreation or as permanent homes).

Accessory Dwelling Units

Accessory dwelling units (ADUs) can be an important source of affordable housing since they are smaller than primary units and do not have direct land costs for their construction. Supporting the development of ADUs expands housing opportunities for very low-, low-, and moderate-income households by increasing the number of rental units available within existing neighborhoods. ADUs are defined in the City's Municipal Code as follows: "Either a detached or attached dwelling unit which provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking and sanitation." ADUs are permitted by right where single-family uses are permitted.

The City updated its ADU ordinance (Section 155.644) in 2020 to address numerous new State provisions to promote ADU construction, including standards for Junior Accessory Dwelling Units (JADU). These include allowing ADUs to be built concurrently with a single-family home, allowing for ADUs in multi-family zones,

modifying fees from utilities such as special districts and water corporations, and reducing parking requirements. ADUs and JADUs are allowed as an accessory use to single-family dwellings. The following summarizes the development standards for ADUs and JADUs.

- **Floor Area.** The minimum floor area for an ADU unit shall be 150 square feet. The total floor area of a second unit with one or fewer bedrooms shall not exceed 850 square feet. The total floor area of a second unit with two or more bedrooms shall not exceed a total floor area of 1,000 square feet. If there is an existing primary dwelling, the total floor area of an attached accessory dwelling unit shall not exceed 50% of the existing primary dwelling. A JADU cannot exceed 500 square feet in size.
- **Setbacks.** A second unit shall maintain the front setbacks required in the underlying zone district for a primary dwelling. ADUs shall be set back at least four feet from the side and rear property lines.
- **Height.** The maximum height for ADUs is 16 feet.
- **Location.** Attached and detached ADUs shall be located within, to the rear, or to the side of existing or proposed primary residence unless the ADU is being constructed in the exact location and to the same dimensions as a previously existing approved accessory structure.
- **Architectural Design.** The design of the second unit shall be compatible with the design and scale of the primary dwelling (using substantially the same landscaping, color, materials, and design on the exterior).
- **Separate Exterior Entrance.** Second units shall be served by separate outside entrances.
- **Occupancy.** Second units must be rented, and occupants need not be related to the owner or occupant of the primary dwelling (which may itself be a rental unit).
- **Services.** The City may require a new or separate utility connection directly between detached ADUs and utilities. The connection fee or capacity



charge shall be proportionate to the burden of the proposed ADU upon the water or sewer system based upon its size or the number of its plumbing fixtures.

- **Impact Fees.** Impact fees shall be charged for ADUs 750 square feet or greater in proportion to the square footage of the primary dwelling.
- **Parking.** In addition to all other required off-street parking, second units shall provide one space per unit except in specified circumstances, including ADUs located within one-half mile walking distance of public transit or located within an architecturally and historically significant historic district. For JADU, no additional off-street parking is required beyond that required for the main single-family dwelling.
- **Administrative Review.** ADU applications must be ministerially approved by the Director of Planning. Permits are issued within 60 days upon presentation of a complete application to build an ADU if the plans conform to the standards and criteria provided in the Municipal Code.

Building Codes and Enforcement

Building codes and enforcement can also increase the cost of developing housing, particularly affordable rental housing. The Building Division oversees the plan check and inspection process for all construction requiring a Building Permit. The City contracts with the Los Angeles County Public Works Building and Safety Division for building permit issuance and drainage and grading plan checks. The Municipal Code incorporates by reference the 2020 County of Los Angeles Building Code based on the 2019 edition of the California Building Code, except for Chapters 94, 95, and 96; and the 2019 edition of the California Green Building Standards Code, and other model construction codes, with amendments adopted by the California Building Standards Commission.

Housing Accountability Act (HAA)

The Housing Accountability Act, enacted in 1982 and codified in California Government Code Section 65589.5, aims to promote housing development by limiting the

ability of local governments to deny development applications capriciously. HAA amendments in 2016 and 2017 strengthened the law, most specifically by requiring projects to be reviewed against objective design standards and by establishing 30-day/60-day limits for jurisdictions to deem the project consistent with those standards. Per the law, an objective design standard involves no personal or subjective judgement on the part of the City and is uniformly verifiable by reference to criteria that are available to the applicant at the time of application.

Under the HAA, a housing development cannot be denied or reduced in density, inclusive of conditions of approvals that have the same effect, unless the jurisdiction finds that the project would have a specific, adverse impact upon the public health or safety. Under AB 3194, when there is a conflict between the general plan and zoning standards, jurisdictions are required to apply only objective standards and criteria of the zoning which are consistent with the general plan and criteria to facilitate and accommodate development at the density allowed on the site by the general plan and proposed by the proposed housing development project.

The Zoning Code amendments undertaken in parallel with this Housing Element will include establishment of objective design standards.

Permit Processing

Housing production may be constrained by development review procedures. The City of Santa Fe Springs development permitting process includes three levels of review, as discussed below. Government Code Section 65943 requires that the City determine whether or not an application is complete within 30 days of its submittal. It is not uncommon for the City to take 30 days for applications that require discretionary review. The reason for this is that such applications are commonly complex and staff resources are limited. For items that require staff review, the amount of time needed to determine if an application is complete is commonly one to two weeks.

The City has two residential zoning districts: R-1 (Single-Family Residential Zone District) and R-3 (Multiple-Family Residential Zone District). If the use is not specifically



permitted in the zone, it is prohibited. The Zoning Code mandates that all new developments require submittal and review of a Development Plan Approval (DPA) application, subject to a Planning Commission public hearing and approval. Development Plan Approval applications may be requested simultaneously with application, change of zone, variance, conditional use permit, modification, or other requests for Commission approval. A notice of decision is generally sent to the applicant within 10 days after the hearing and if there are no appeals, the permit becomes effective 14 days after the hearing; if not effectuated, it expires 12 months from that date, which assists in discouraging speculative entitlements.

The DPA process applies to new housing listed under Principal Permitted Uses of each zone. These include supportive housing and transitional housing, manufactured housing on a permanent foundation, small community care facilities (six or fewer occupants), and small employee housing (six or fewer occupants), and emergency shelters.

A DPA entitlement process involves discretionary review and procedures not consistent with ministerial permits:

- At least one public hearing in front the Planning Commission
- Potentially a design review hearing
- Non-objective findings of approval
- Subject to CEQA
- Conditions of approval

An administrative review process applies to ADUs; this is a ministerial permit reviewed by City staff. ADUs proposed in conjunction with a proposed new dwelling are not allowed without first receipt of separate DPA approval for the primary dwelling. Exempting more housing types such as single-family residential, supportive and transition, and others from the requirements of the DPA would accelerate the production of housing in the City.

The Planning Commission meets on the second Monday of each month at the Council Chambers in City Hall. The Planning Commission may consult and appoint a

committee of three architects in studying any request for development plan approval. The date for the public hearing is set by the Director of Planning after receipt of a complete application. A 10-day notice of public hearing is provided to owners of all properties within a radius of 500 feet. Projects with CEQA documents require at least a minimum 20 days for a Negative Declaration and 45 days for an Environmental Impact Report.

Table H-14 shows typical processing times for the three types of review once an application has been determined to be complete.

In the R-3 zone, a CUP is required for boardinghouses and trailer parks. A CUP is also required for emergency shelters with more than 74 beds and serving more than 74 people per night (in the M-L, M-1, and M-2 zones).

The DPA requires discretionary review of a housing application and in “studying any application for development plan approval,” the Commission is required to apply the following non-objective criteria listed in Section §155.739:

- a) That the proposed development is in conformance with the overall objectives of this chapter.
- b) That the architectural design of the proposed structures is such that it will enhance the general appearance of the area and be in harmony with the intent of this chapter.
- c) That the proposed structures be considered on the basis of their suitability for their intended purpose and on the appropriate use of materials and on the principles of proportion and harmony of the various elements of the buildings or structures.
- d) That consideration be given to landscaping, fencing and other elements of the proposed development to ensure that the entire development is in harmony with the objectives of this chapter.
- e) That it is not the intent of this subchapter to require any particular style or type of architecture



Table H-14: Planning Permit Process

Housing Types	Applications	Review Authority	Typical Processing Time ¹	Findings
Single Family Dwelling Unit	Development Plan Approval	Planning Commission	1-4 weeks	Yes
Multi-Family Dwelling Units	Development Plan Approval	Planning Commission	2 to 3 months	Yes
Accessory Dwelling Units	Administrative Review	Ministerial (Director) or designee	1-2 weeks	Not Required
Planned Development	Zone Change for PD overlay; conditional use permit	Planning Commission	3-6 months if no EIR ³ is required	Yes
Community Care Facility, Small	Same as single family for new structures; A Small Family Day Care does not require any discretionary review if it is located within an existing home.			
Large Community Care Facility, Large	Conditional Use Permit (CUP)	Discretionary ² (Planning Commission)	3-6 months if no EIR ³ is required	Not Required
Manufactured Homes (1 per lot)	Same as single family			
Transitional and Supportive Housing	None for occupancy of existing buildings, otherwise same process as for single and multi-family housing.	None for occupancy of existing buildings	None for occupancy of existing buildings	Not Required

Note

1. Measured from date of finding that an application is complete. See Government Code Section 65943.
2. Discretionary to design only, not to land use.
3. EIR = Environmental Impact Report

other than that necessary to harmonize with the general area.

- f) That it is not the intent of this subchapter to interfere with architectural design except to the extent necessary to achieve the overall objectives of this chapter.
- g) As a means of encouraging residential development projects to incorporate units affordable to extremely low-income households and consistent with the City’s housing element, the City will waive Planning Department entitlement fees for projects with a minimum of 10% extremely low-income units. For purposes of this section, extremely low-income households are households whose income does not exceed

the extremely low-income limits applicable to Los Angeles County, as published and periodically updated by the state’s Department of Housing and Community Development pursuant Cal. Health and Safety Code § 5010.

The Zoning Code provides housing developers relief from property development standards if they meet the criteria required for a modification. The Planning Commission may approve modifications from the requirements of the applicable property development standards if it would cause undue difficulties and unnecessary hardships inconsistent with the purpose and intent of this chapter.

Zoning certification is a type of ministerial permit required for the following:

- Before any building permit is issued.



- Before any use of improved or unimproved property is established.
- Before any use of improved or unimproved property is changed to another use.
- Before any occupancy is changed to any other occupancy.
- Before any license or permit concerning the use of property is issued or granted by the city.

Processing Time

The Housing Accountability Act takes precedence over City timelines for the processing of housing development applications. Time spent processing development permits presents a cost to developers (e.g., land holding costs and construction loan interest) ultimately passed onto buyers and renters and can impact housing affordability. To reduce the amount of time necessary to process development permits, the City has taken, and continues to implement, the following measures:

1. The City encourages development projects that require multiple applications (e.g., tract map and development plan) and the review of their environmental documents (required under CEQA) to be processed simultaneously.
2. The City complies with the State Permit Streamlining Act (Government Code Sections 65920 et seq.) and Subdivision Map Act (Government Code Sections 66410 et seq.), which mandate that the City take action to approve, conditionally approve, or deny a development application within prescribed time periods (depending upon the environmental review status of an application) following receipt of a complete application.
3. The City strives to process complete applications for discretionary applications within 90 days of receipt of a complete application. (Single-family tracts and multifamily complexes are processed in the same time frame. The City does not have any overlay zones that have increased level of permit processing review.) However, the actual

speed of processing a complete application depends upon the scale of a development application (e.g., acres, number of dwelling units, complexity of environmental issues, etc.).

4. Complete applications for Planning Commission review are typically reviewed and presented in a two- to four-week period; staff level ministerial review is generally completed within one to two weeks.
5. The City's development standards do not mandate expensive materials (e.g., tile roofs) or complex site arrangements.
6. The City has prepared detailed application packages with checklist of materials required.
7. The City encourages developers to meet with City staff to preview applications to identify design, environmental, neighborhood compatibility, and General Plan conformance issues before finalizing plans. Although the City has a \$400 pre-application review to redline plans, meetings with developers are free.

SB 330 (2019 legislative session) suspends certain restrictions on the development of new housing during the period of the statewide emergency in effect until January 1, 2025. The legislature finds the statewide emergency to include:

- California is experiencing a housing supply crisis, with housing demand far outstripping supply. In 2018, California ranked 49th out of the 50 states in housing units per capita.
- Consequently, existing housing in this state, especially in its largest cities, has become very expensive. Seven of the 10 most expensive real estate markets in the United States are in California. In San Francisco, the median home price is \$1.6 million.
- California is also experiencing rapid year-over-year rent growth with three cities in the state having had overall rent growth of 10 percent or more year-over-year, and of the 50 United States cities



with the highest United States rents, 33 are cities in California.

- California needs an estimated 180,000 additional homes annually to keep up with population growth, and the Governor has called for 3.5 million new homes to be built over the next 7 years.
- The housing crisis has particularly exacerbated the need for affordable homes at prices below market rates.

SB 330 primary provisions include:

- **Preliminary Applications.** This new development application available through the City website is required by State law to collect specific site and project information in order to determine the zoning, design, subdivision, and fee requirements that shall apply to a housing development project. If the applicant submits a complete development application within 180 days of submitting a preliminary application, then the zoning, design, subdivision, and fee requirements in effect at the time the preliminary application was submitted shall remain in effect for the remainder of the entitlement and permitting process.
- **Replace and Protect Existing Housing.** No housing development project on a site where any existing residential units would be demolished, including any “protected” units as described below, may be approved unless the replacement project includes at least as many residential units as the existing residential building.
- **Zoning Actions.** The City is prohibited from taking any legislative action, including by voter initiative, that would reduce the zoned capacity of housing development below what was allowable as of January 1, 2018, including but not limited to: Reducing the maximum allowable height, density, or floor area ratio (FAR), Imposing new or increased open space, lot size, setback or maximum lot coverage requirements Adopting or enforcing any moratorium or cap on housing approvals

- **Objective Design.** The City may not apply new design standards that were adopted on or after January 1, 2020 unless these design standards meet the definition of objective standards provided in State law.
- **CEQA.** The required timeframe to approve or disapprove a housing development project is limited to 90 days after certification of an EIR for a housing development project.
- **Limit Public Hearings.** The City cannot hold more than five public hearings on a housing development projects that comply with all applicable zoning standards and are not seeking any exceptions or rezoning or other legislative actions.

Affordable housing, density bonus special needs housing, emergency shelters, and ADUs are provided further protections from local housing regulations. Local constraints are discussed along with relevant State laws on government constraint.

Article 34 – Voter Approval of “Low Rent Housing Project”

Article 34 of the California Constitution requires local voter approval of housing projects that are intended for low-income people and that receive funding or assistance from the federal and/or state government. Therefore, the ballot measure would have allowed housing projects that are intended for low-income people and that receive government funding or assistance to be developed, constructed, or acquired without a local referendum. The article is a constraint to achieving the jurisdiction’s low-income RHNA.

Government Code 65583(a)(6) Development Analysis

When developers submit development applications with housing densities below what is identified in the Housing Element Sites Inventory Analysis, such an application triggers “no net loss” provisions that could require the City to deny the project unless an alternative site(s) has been identified that can compensate for the unit shortfall. The typical practice is to maximize allowed densities to accommodate housing growth in line with the RHNA.



This also minimizes costly entitlements that would be required if densities are too low for housing developers or too low to attract housing developers. However, densities set too high signals that the jurisdiction may have to adjust densities in line with the realistic capacity of its market, re-evaluate and potentially rezone properties, or revise development standards that hinder achieving planned residential density.

In Santa Fe Springs, given the high land costs, requests for development at densities below anticipated densities are rare. Properties generally develop at or above the allowed density (such as with a density bonus). Development approval of projects with densities lower than what is anticipated in the Housing Element is not expected. In general, and based on recent development in the City, development applications aim for densities as close as possible to what is allowed. Staff also encourages applicants to provide the maximum number of allowable units, explaining all available incentives to do so, when applicants are completing due diligence or pre-application work.

Entitlement Approval to Building Permit

Governmental constraints include evaluation of the length of time between an applicant receiving approval for a housing development and submittal of an application for building permits. This constraint addresses speculative entitlements by investor-driven developers. Economic recessions also influence timing of construction. Experienced affordable housing developers, developers that have a significant business that requires housing, and individual homeowners tend to have economic incentives to complete construction of projects for which they receive entitlements. Because construction costs are high and return on investment in Los Angeles County housing markets are not guaranteed, there is little incentive to get entitlements approved but not to proceed with construction. Proposition 13 stabilizes the rate of increase on property taxes. Entitlement approvals on their own without construction tend to raise property values as well as rents. Jurisdictions are negatively affected by speculative activity since developers do not have to pay impact fees, construct mitigations, and other improvements unless they obtain building permits. Only building permits that are issued

are used to evaluate a jurisdiction's progress towards meeting its RHNA.

Prior to issuance of building permits, housing developers must obtain required entitlements. These entitlements are planning permits that typically include conditions imposing development fees, exactions, and mitigation. For for-sale units, subdivision maps are required. Entitlements tend to magnify a property's value by making them "shovel-ready" by securing approval of the environmental document, vesting subdivision, maps, fees and public improvements, and development standards that allow the highest density possible for the site. Planning permit approvals require that the developer apply for building permits within one year after approval or the permit is null and void. Approval of these entitlements with specific plans or other planning documents helps the developer/property owner retain the entitlement's value for an extended time period. As an example, the City's Planning Commission approved a CUP for The Villages at Heritage Springs Apartments in December, 2012. The developer applied for building permits in Fall of 2013 and completed construction in 2014. This represents a typical time frame and is not seen as a constraint.

SB 35 Approval Process

SB 35 (Government Code Section 65913.4) requires cities and counties to streamline review and approval of eligible affordable housing projects by providing a ministerial approval process, exempting such projects from environmental review under CEQA. When the State determines that jurisdictions have insufficient progress toward their lower-income RHNA (very low and low income), these jurisdictions are subject to the streamlined ministerial approval process for proposed developments with at least 50 percent affordability. If the jurisdiction also has insufficient progress toward their above moderate-income RHNA, then it is subject to the more inclusive streamlining for developments with at least 10 percent affordability.

The City has not received any applications or inquiries for SB 35 streamlining. To accommodate any future SB 35 applications or inquiries, Program 5 in the Housing Plan calls for City developer incentives. These include



expedited permit processing and developer impact fee deferrals for units that are affordable to lower-income households, including extremely low-income households. The City will promote these incentives to developers on the City's website and during the application process.

The City has not adopted objective design standards but has included Program 14 in the Housing Plan, which requires the City to adopt objective design standards to ensure that the City can provide local guidance on design and standards for by-right projects as allowed by State law.

Fees and Exactions

Compared to other jurisdictions, the fees and exactions for housing projects in Santa Fe Springs are relatively low. City services are paid through taxes rather than development fees. Developments are conditioned to be annexed into the Street Lighting Maintenance district for street lighting services and Heritage Springs Street Maintenance District. The City of Santa Fe Springs does not have an inclusionary housing ordinance.

Chapter 154 (Subdivision) of the Municipal Code contains subdivision map requirements that allow for the imposition of on-site improvements. Through conditions of approval, subdividers must dedicate or make an irrevocable offer of dedication of all parcels of land within the subdivision that are needed for streets, alleys, including access rights and abutters' rights, drainage, public utility easements and other public easements. In addition, the subdivider shall improve or agree to improve all streets, alleys, including access rights and abutters' rights, drainage, public utility easements and other public easements. The code does not identify the minimum standards for these improvements. Developers may be required to contribute to these and other improvements to help mitigate the development's impact as identified in the CEQA document. Right-of-way widths and traffic mitigation fees would have to be re-evaluated to ensure improvements assist in vehicle miles traveled (VMT) mitigation.

The Heritage Artwork in Public Places Program is the City's only development impact fee pursuant to the Mitigation Fee Act. All new residential, commercial,

and industrial development projects valued at \$300,000 or more are subject to the HAPP Ordinance. When a commercial/residential developer's project costs equal or exceed \$300,000, the project developer is required to install artwork in a public place on, or in the vicinity of, the project site. The cost or value of such artwork is funded by a one percent developer fee of the total project costs, excluding land. Projects that involve remodeling or expansion of existing developments valued at \$300,000 or more are also subject to the HAPP ordinance. The developer may opt to pay to the HAPP Fund an amount equal to one percent of the total project costs excluding land in lieu of acquiring and installing artwork.

Permit Processing Fees

The City charges various fees and assessments to cover the costs of processing permits. City records provide examples of fees charged on new housing projects. Fees collected by the City in the review and development process are limited to the City's costs for providing these services. Building and Planning reviews are based on the actual cost to provide the service (see Table H-15 and Table H-16).

The total amount of fees varies from project to project based on type, existing infrastructure, and the cost of mitigating environmental impacts. The payment of these fees occurs at the time that the impact is realized. Since impacts to the circulation system occur upon occupancy of a dwelling unit, those impact fees must be paid prior to issuance of a Certificate of Occupancy. Postponing payment of fees until issuance of a Certificate of Occupancy helps mitigate the constraint to affordable housing that would occur if payment of the fees were due upon issuance of a building permit. Santa Fe Springs does not control school fees, which are under the purview of local school districts: Little Lake City, Los Nietos, South Whittier, and Whittier City elementary school districts, and the Whittier Union High School District.



Table H-15: Schedule of Planning Fees

Item	Fee
Covenants, Conditions & Restrictions Review	\$318 - \$653
Conditional Use Permit	
Principal Use	\$2,253
Incidental Use	\$1,140
Application (Public Hearing Surcharge)	\$1,140
Time Extension/Compliance Review	\$563
DDCV & Sprinkler Plan Check	\$275
Development Agreement Fee	\$2,253
Development Plan Approval	
Principal Use	\$2,253
Incidental Use	\$1,140
Building Addition (>1,000 sq ft.)	\$1,140
CEQA Review – Initial Study (includes County Registration Fee)	\$653
Review of Environmental Impact Report "Impacts" per Dept. of Fish & Games	\$2,610 + costs Additional \$2,839.25 if project
General Plan Amendment	\$2,253
General Street / Alley Vacation	\$4,965
Heritage Art in Public Places Program (Project valuation greater than \$300,000)	1% of Building Permit Valuation
Home Occupation Permit	\$39
Housing Element	\$33
Lot Line Adjustment	\$3,592
Lot Tie Agreement	\$1,379
Planning Dept. Plan Check (Site Plan – Residential)	\$105
Planning Dept. Plan Check (Landscape Review – Residential)	\$105
Preliminary Application Review	\$400
Preparation of Mitigated Negative Declaration	\$1,140 + Costs
Review of Negative Declaration	\$1,306 if "No Impacts" per Department of Fish & Game (DFG); An additional \$3,292 if "Impacts" per Department of Fish & Game (DFG)
Review of Mitigated Negative Declaration	\$1,306 + Costs
Preparation of Soil & Soil Gas Study	\$2,628 + Costs
Public Hearing	\$1,140
Radius Map / Label Creation	\$250
Reconsideration (DPA or CUP)	\$1,140



Item	Fee
Relocation of Building	\$2,253
Residential Rental Inspections	
Apartment Units - Initial/Annual	\$108
Apartment Units - Re-inspection	\$68
Condominium/Townhouses - Initial/Annual	\$108
Condominium/Townhouses - Re-inspection	\$68
Single Family Dwellings - Initial/Annual	\$142
Single Family Dwellings - Re-inspection	\$68
Soil Gas Study Review	\$528
Soil Study Review	\$1,760
Summary Street Vacation	\$2,253
Street Encroachment Permit	\$2,253 + cost
Tenant Improvement Plan Check	\$105/unit
Tentative Tract Map (Filing fee)	\$4,852 + \$285 per lot/unit
Tentative Parcel Map (Filing fee)	\$4,852 + \$285 per lot/unit
Final Parcel Map	\$4,852 + \$285 per lot/unit
Time Extension/Non-Conforming Use	\$3,661
Time Extension Reconsideration	\$1,140
Zone Change	\$2,253
Zone Modification	
Residential	\$48
Time Extension/Compliance Review	\$567
Zone Ordinance Amendment Request	\$2,253
Zone Variance	\$2,253
Zoning Certification Letter	\$105
Sewer Connection Fee	\$65.50/Front ft.
Storm Drain Connection Permit	
1 to 5 connections	\$27.50
6 to 10 connections	\$54.50
11 to 20 connections	\$81.50
21+ connections	\$108.75

Source: Department of Planning and Development Schedule of Fees, September 21, 2016.



Table H-16: Average Estimated Permit Fees

Item	2,000 sq. ft. single-family dwelling with 400 sq. ft. attached garage	100-Unit Multifamily Apartment
Building Fees		
Plan Check	\$3,371	\$12,331
Landscaping	N/A	\$1,331
Building Permit	\$4,235	\$150,932
Electrical Permit	\$447	\$14,295
Mechanical Permit	\$192	\$77,375
Plumbing Permit	\$417	\$14,554
Impact School Fee (varies by District)	\$8,375	\$54,502
Building SubTotal	\$17,037	\$325,320
Planning Fees		
Art Fee (1%) ¹	\$509	\$143,103
Development Plan Approval	N/A	\$1,760
Tract Map	N/A	\$4,013
Environmental Review	N/A	\$2,039
Initial Study	N/A	\$510
Public Hearing	N/A	\$891
Planning SubTotal	\$509	\$10,331
Engineering Fees²		
Drainage Review and Inspection	N/A	\$60,508
Low Impact Development and Storm Water Pollution Prevention Plan Review and Inspection	N/A	\$1,328
Street Resurfacing Fee	N/A	\$12,072
Congestion Management Plan Fee	\$561	\$12,614
Street Light Installation Fee	N/A	\$46,875
Off-Site Improvement Fee	N/A	\$15,111
Sewer Connection Fee	\$3,343	\$52,266
Engineering SubTotal	\$3,904	\$148,508
Grand Total	\$21,450	\$483,924

Notes:

1. Apartment evaluation estimated to be \$14,310,312 (\$143,103 per apartment unit).
2. Engineering costs per entire apartment project (100-unit apartment complex)



Housing for People with Disabilities

Zoning and Land Use

Zoning regulations allow residential care facilities with six or fewer residents in the A-1 and all residential zoning districts. Residential care facilities with more than six residents may be located in the A-1, R1, and R-3 zones with CUP approval. The Zoning Code also accommodates transitional and supportive housing in all zones that permit single-family and multifamily uses. These facilities may serve persons with disabilities.

Definition of “Family”

Local governments may unintentionally restrict access to housing for households failing to qualify as a “family” by the definition specified in the Zoning Code. Specifically, a restrictive definition of “family” that limits the number of and differentiates between related and unrelated individuals living together may illegally limit the development and siting of group homes for persons with disabilities, but not housing for families that are similarly sized or situated. The Zoning Code defines “family” as:

Two or more persons living together as a single housekeeping unit in a single dwelling unit; persons living together in a licensed residential facility as that term is defined in Cal. Health and Safety Code § 1502(a)(1), which serves six or fewer persons, excluding the licensee, the members of the licensee’s family, and persons employed as facility staff who resides at the facility.

Families do not include larger institutional group living situations such as dormitories, fraternities, sororities, monasteries, convents, large residential care facilities, or military barracks, nor does it include such commercial group living arrangements such as boardinghouses, lodging houses, and the like. This definition is not intended to discriminate nor limit access to housing for persons with disabilities; in order to ensure it is inclusive for all allowed uses, Program 11 is included in the Housing Plan.

Building Codes

The City implements the 2020 County of Los Angeles Building Code based on the 2019 California Building

Code and its regulations governing disabled access. The Municipal Code does not mandate that new single-family units be accessible to the disabled. The code does require that privately funded multifamily housing with three or more units be “adaptable” for disabled access and that certain percentages of the units in publicly funded multifamily housing be made to be accessible. At most, applications for retrofitting a dwelling unit to become accessible may require issuance of a building permit, depending upon the actual work to be done.

Reasonable Accommodation

Reasonable accommodation refers to flexibility in standards and policies to accommodate the needs of persons with disabilities. Both the federal Fair Housing Act and the California Fair Employment and Housing Act direct local governments to make reasonable accommodation (i.e., modifications or exceptions) in their zoning laws and other land use regulations to allow disabled persons an equal opportunity to use and enjoy a dwelling. For example, it may be a reasonable accommodation to waive a setback requirement so that elevated ramping can be constructed to provide access to a dwelling unit for a resident who has mobility impairments. Whether a particular modification is reasonable depends on the circumstances and must be decided on a case-by-case basis.

The City has administrative/ministerial authority to hear and decide applications for reasonable accommodation, as provided by the federal Fair Housing Amendments Act and California’s Fair Employment and Housing Act, to allow reasonable remedy from zoning standards for individuals with physical or mental impairment. A request for reasonable accommodation may include a modification or exception to the rules, standards, and practices for the siting, development, and use of housing or housing-related facilities that would eliminate regulatory barriers and provide a person with a disability equal opportunity to housing of their choice. Zoning regulations, permitting procedures, development standards, and building codes mitigate constraints to the availability of housing for persons with disabilities.



Local Ordinances that Directly Impact Cost and Supply of Housing

State law requires that cities include an analysis (e.g., feasibility analysis) of any locally adopted ordinance that directly impacts the cost and supply of residential development, such as inclusionary housing ordinances and short-term rental ordinances.

Efforts to Remove Barriers

The following efforts have or will continue to remove or lessen the governmental constraints to developing housing:

1. The Permit Streamlining Act (State Code Section 65920) requires public agencies, including cities, to follow standardized time limits and procedures for specified types of land use decisions. Certain zone districts and permit types allow for deviations from the designated zoning regulations.
2. Amendments to the Municipal Code accomplished the following:
 - » Updated Accessory Dwelling Units (§155.644) and Junior Accessory Dwelling Units (§155.644.1) per State law.
 - » Implemented SB 745 (Statutes of 2013) to amend the definitions for “Supportive Housing” and “Transitional Housing” and added Supportive and Transitional Housing as principle permitted uses in R-1 and R-3 Zone Districts.
 - » Prepared Residential Density Bonus/Affordable Housing Incentives (§155.625.1) to encourage the development of affordable housing to meet a variety of economic needs within the City and to implement the goals, objectives, and policies of the City’s Housing Element of the General Plan.

Additionally, the City has employed the following measures to offset housing costs.

1. Continued use of standardized conditions to streamline the development review process.
2. Continued use of a pre-application review process to facilitate streamlining of the development review process.

3. Utilized CDBG funds to provide infrastructure, removing one obstacle to providing affordable housing.
4. Continued strengthening of active working relationships with local private organizations that provide affordable housing such as: Habitat for Humanity, The Whole Child, and National CORE.

Fair Housing Assessment

Fair Housing Enforcement and Capacity

The County of Los Angeles 2018 Analysis of Impediments of Fair Housing Choice (AI) serves as the fair housing planning document for the County of Los Angeles Public Housing Authority (PHA) programs that address the entire County, and the Community Development Block Grant (CDBG), HOME Investment Partnerships (HOME), Emergency Solutions Grant (ESG) programs that address the unincorporated areas of the County and 47 cities. The purpose of this report is to identify impediments to fair and equal housing opportunities in Los Angeles County. The AI provides an overview of the laws, regulations, conditions, or other possible obstacles that may affect access to housing and other services in Los Angeles County.

Fair housing is a condition in which individuals of similar income levels in the same housing market have like ranges of choice available to them regardless of race, color, national origin, religion, sex, disability, familial status, ancestry, age, marital status, gender, gender identity, gender expression, genetic information, sexual orientation, source of income, or any other arbitrary factor. The AI examines local housing conditions, economics, policies, and practices to ensure that housing choices and opportunities for all residents are available in an environment free from discrimination. The AI assembles fair housing information, identifies existing impediments that limit housing choice, and proposes actions to mitigate those impediments.

The County of Los Angeles has contracted with the Housing Rights Center (HRC), the nation’s largest non-profit dedicated to securing and promoting fair housing, to serve eastern Los Angeles County and Santa



Fe Springs. Since 1968, the mission of HRC is to actively support and promote fair housing through education, advocacy and litigation, to the end that all persons have the opportunity to secure the housing they desire and can afford, without discrimination based on their race, color, religion, gender, sexual orientation, gender identity, gender expression, national origin, familial status, marital status, disability, genetic information, ancestry, age, source of income or other characteristics protected by law. The comprehensive services offered throughout Los Angeles County include:

- Housing counseling
- Discrimination investigation and disability accommodations
- Community workshop and events
- Project Place: monthly rental listing to locate opportunities for affordable housing, senior housing, and veteran housing

The City of Santa Fe Springs is an active partner with HRC. HRC provides a comprehensive education and outreach program and services, and has been actively involved in outreach activities throughout Los Angeles County, including the provision of informational materials, brochures, newsletters, and referrals relating to fair housing. HRC also conducts workshops, presentations, and seminars to community organizations, including presentations at meetings of groups such as neighborhood organizations, advocacy organizations, chambers of commerce, government officials, real estate trade groups, and housing organizations.

HRC staff investigate allegations of discrimination based on a person's status as a member of one of the State or federal protected categories. From 2015 to 2016, HRC assisted county residents with fair housing discrimination complaints, addressing 3,239 complaints in total. (Data specific to Santa Fe Springs are not available.) Over 19,472 pieces of fair housing literature were distributed by fair housing staff throughout the County. Their services directly provided fair housing assistance through 42,195 client contacts. The majority of direct beneficiaries served were in the Extremely Low-Income and Low-Income categories, with 726 and 116 clients in each category,

respectively. Following these two categories, 82 moderate-income clients received services. A total of 241 fair housing inquiries were received and dispositions taken; with 133 clients counseled, 78 cases opened, 26 cases referred to other agencies, and four cases pending.

Segregation and Opportunity Patterns and Trends

The County of Los Angeles AI uses data from various indices to identify segregation and disparities in access to opportunity. These indices are as follows:

- Dissimilarity Index
- Low Poverty Index
- School Proficiency Index
- Jobs Proximity Index
- Labor Market Engagement Index
- Low Transportation Cost Index
- Transit Trips Index
- Environmental Health Index

Analysis of these indices shows that with the exception of their ability to access a low transportation costs and proximity to jobs, residents of the County of Los Angeles enjoy relative access to opportunity at levels with or slightly higher than residents of the region generally. Higher index scores nearly across the board indicate greater access for Los Angeles residents to opportunity in the important areas of education and employment, and lower exposure to poverty. Further, these scores are consistent across various protected groups, meaning that members of most racial and ethnic groups enjoy a better standard of living by various measures than their counterparts within the greater statistical region.

According to HUD, "The dissimilarity index (or the index of dissimilarity) is a commonly used measure of community-level segregation. It provides a quantitative measure of segregation in an area, based on the demographic composition of smaller geographic units within that area. One way of understanding the index is that it indicates how evenly two demographic groups



are distributed throughout an area: if the composition of both groups in each geographic unit (e.g., Census tract) is the same as in the area as a whole (e.g., County), then the dissimilarity index score for that entire area will be 0. By contrast, and again using Census tracts as an example, if one population is clustered entirely within one Census tract, the dissimilarity index score for that entire area will be 1. The higher the dissimilarity index value, the higher the level of segregation in an area. Many of Santa Fe Springs has Census Tracts have a high proportion of Hispanic/Latino population, with some tracts as high as 80 percent. See Figure H-5 for dissimilarity index for Hispanic/Latino population.

Racially/Ethnically Concentrated Areas of Poverty (R/ECAP)

According to the AFFH Data Documentation for 2017, HUD developed a census tract-based definition of racially or ethnically concentrated areas of poverty, or R/ECAPs: “The definition involves a racial/ethnic concentration threshold and a poverty test. The racial/ethnic concentration threshold is straightforward: R/ECAPs must have a non-white population of 50 percent or more. Regarding the poverty threshold, Wilson (1980) defines neighborhoods of “extreme poverty” as census tracts with 40 percent or more of individuals living at or below the poverty line. Because overall poverty levels are substantially lower in many parts of the country, HUD supplements this with an alternate criterion. Thus, a neighborhood can be a R/ECAP if it has a poverty rate that exceeds 40 percent or is three or more times the average tract poverty rate for the metropolitan/micropolitan area, whichever threshold is lower. Census tracts with this extreme poverty that satisfy the racial/ethnic concentration threshold are deemed R/ECAPs.” Since these extreme poverty neighborhoods are unlikely to have racial or ethnic concentrations as high as 50 percent, the threshold is set at 20 percent.

In Santa Fe Springs, HUD R/ECAP data show no areas of the City classified as a R/ECAP.

Opportunity Access

HCD and the California Tax Credit Allocation Committee (TCAC) coordinated efforts to produce opportunity

maps that evaluate specific economic, environmental and educational characteristics that have been shown by research to support positive economic, educational, and health outcomes for low-income families. Shown on Figure H-6, TCAC opportunity areas in Santa Fe Springs range from low resources in the middle parts and northernmost areas of the City, with moderate and high resources areas in the western and eastern portions.

State law requires that for housing elements due on or after January 1, 2021, sites must be identified throughout the community in a manner that affirmatively furthers fair housing opportunities (Government Code Section 65583(c)(10)).

Displacement Risk

Displacement refers to instances where a household is forced or pressured to move from their home against their wishes. Areas with high demand for homes drive up housing costs and increase pressure for redevelopment, resulting in the potential for displacement. UCLA’s displacement project defines residential displacement as “the process by which a household is forced to move from its residence - or is prevented from moving into a neighborhood that was previously accessible to them because of conditions beyond their control.” Two key factors in visualizing displacement are the loss of low income households and increases in rent. Between 2000 and 2015, the central portion of the City was identified as an area undergoing early/ongoing gentrification (see Figure H-7). However, this area has two stable senior housing developments and a residential development, the Villages at Heritage Springs, built in 2015 on land used for oil extraction. Two areas of the City are designated as low-income and susceptible to displacement, including the small area in the northern portion of the City just south of Washington Boulevard and the eastern portion of the City. The northern area along Washington Boulevard is planned for a future Metro light rail station and the Land Use Element has designated future land uses and physical improvements that complement new transit facilities. Future improvements to this area could increase the land value of properties, and thus raise the cost of housing to existing and future residential projects. Existing residential development primarily consists of

Figure H-5: Dissimilarity Index (Racial Segregation)



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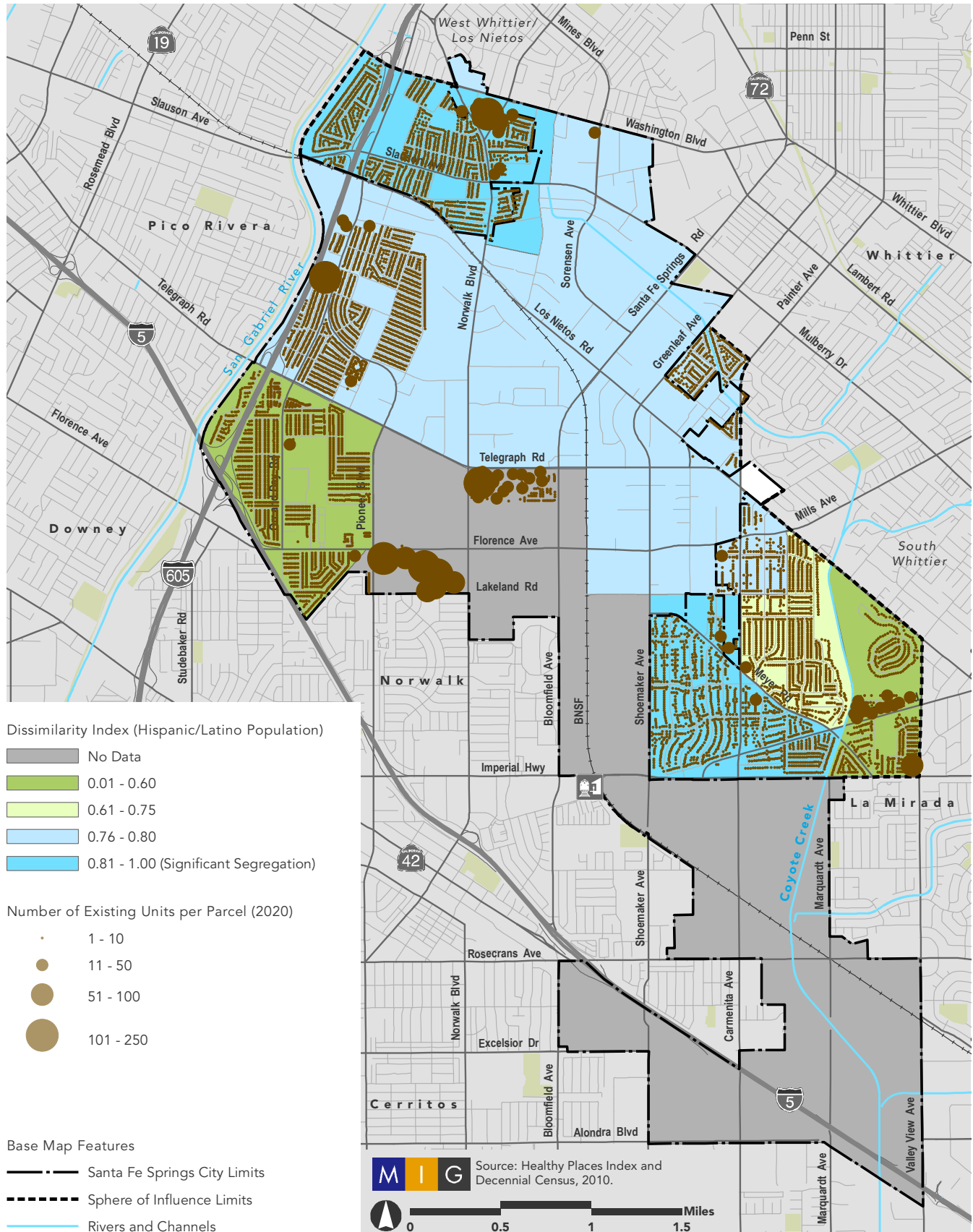


Figure H-6: TCAC Opportunity Areas



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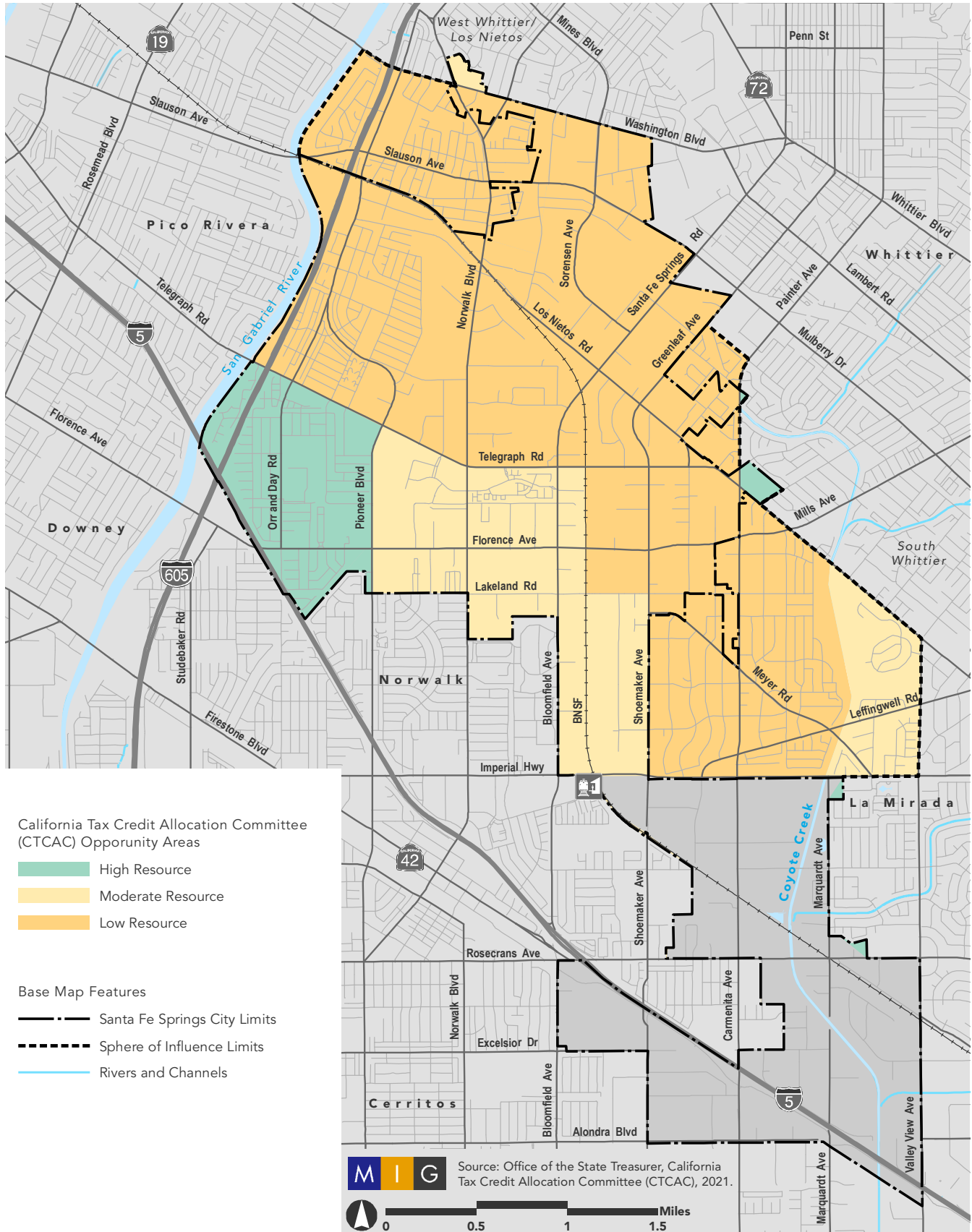
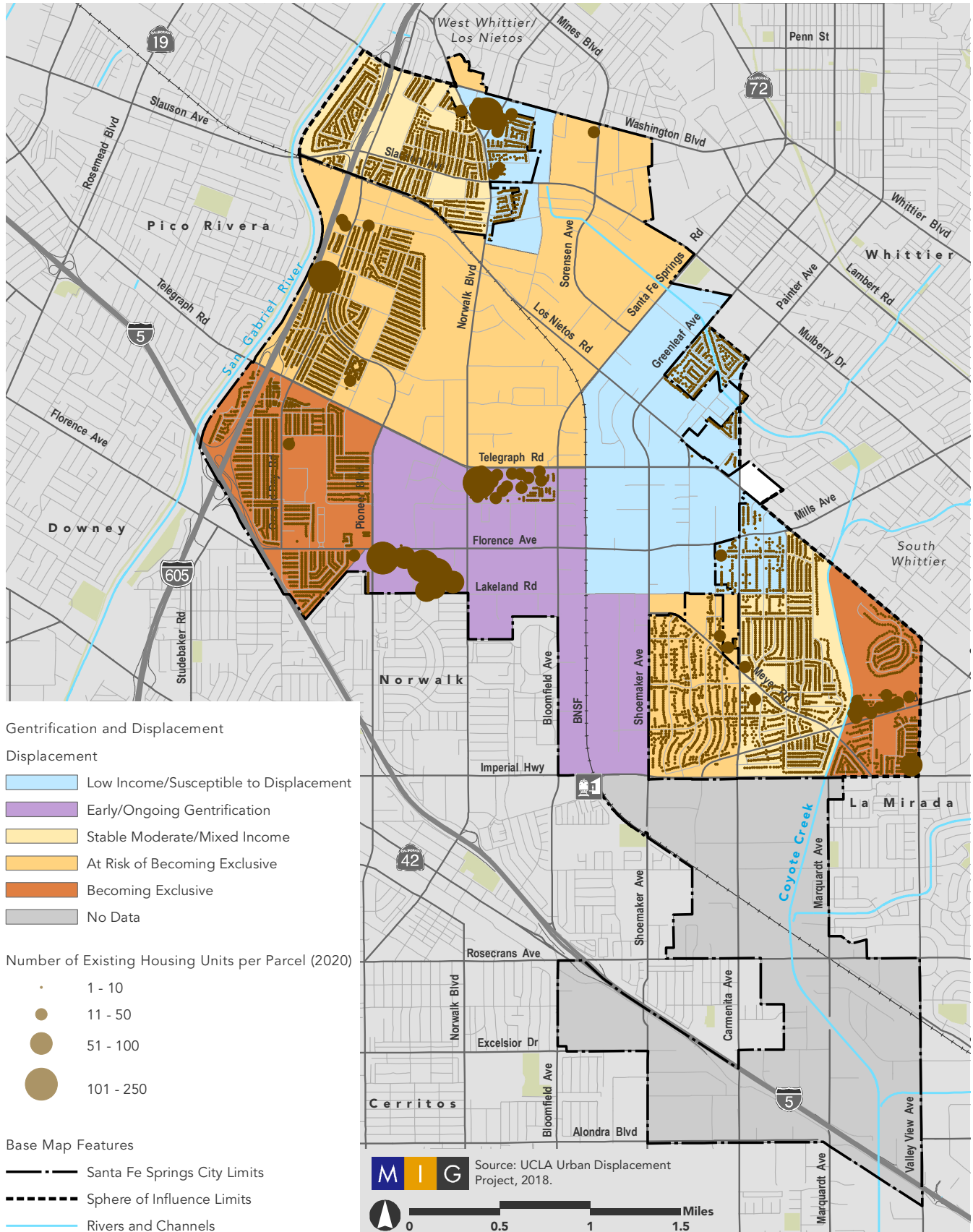


Figure H-7: Displacement and Gentrification



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rental apartments within the City and single-family homes within the sphere of influence.

Also, it is possible for local government policies to result in the displacement or affect representation of minorities or persons living with a disability. Currently, most of the cities with adopted reasonable accommodations procedures have a definition of a disabled person in their zoning codes. The City of Santa Fe Springs has established the procedures to request reasonable accommodation for persons with disabilities seeking equal access to housing under the California Fair Employment and Housing Act, the Federal Fair Housing Act, and the Americans with Disabilities Act in the application of zoning law and other land use regulations, policies, procedures, and conditions of approval.

Fair Housing Issues

The 2018 AI provides a list of impediments that have been identified as contributing to fair housing issues pertaining specifically to the Urban County and the Los Angeles County Development Authority (LACDA) service areas. The impediments and contributing factors identified in the AI are in relation to the fair housing issues listed below:

- Segregation
- Racially or ethnically concentrated areas of poverty (R/ECAPs)
- Disparities in access to opportunity
- Disproportionate housing needs
- Discrimination or violations of civil rights laws or regulations related to housing

The prioritization of these contributing factors relates to the ability of the Los Angeles County Development Authority (LACDA) to address the fair housing issues. A low priority does not diminish the importance of the factor in the Urban County service areas but reflects the priority in addressing issues of fair housing. The following specific impediments/contributing factor are included in the 2018 AI.

- **High Priority:**

- » Barriers to mobility
- » Lack of affordable housing in a range of sizes
- » Lack of sufficient accessible housing in a range of unit sizes
- » Lack of sufficient publicly supported housing for persons with HIV/AIDS
- » Land use and planning decisions restrict fair housing choice for persons with disabilities and affordable housing in general
- » Presence of lead poisoning exposure
- » Significant disparities in the proportion of members of protected classes experiencing substandard housing when compared to the total population
- » Noise Pollution due to plane traffic from Los Angeles International Airport
- » Poor land use and zoning situating sources of pollution and environmental hazards near housing
- » Lack of information on affordable housing
- » Increasing measures of segregation
- » Discrimination in private rental and homes sales markets
- » Public safety concerns
- » Violent and drug related crime in public housing
- » Minority and low-income communities experience higher rates of crime and violence
- » Criminal activity in public housing facilities
- » Juvenile crime activity
- » Increase independence for the elderly or families with disabilities
- » People with disabilities becoming homeless
- » Lack of mental health services for school age children of public housing
- » Illegal dumping - proximity to environmental hazards, especially in communities of color



- » Lack of opportunities for residents to obtain housing in higher opportunity areas
- » Lack of knowledge of Fair Housing, Section 504 and ADA laws
- » Disconnect in matching people with disabilities with the right housing resources
- » Discrimination in the private accessible rental markets
- » Disparities in job readiness and educational achievement
- » Enhance programs to help at-risk homeless population
- » Lack of resources and services for working families (e.g., helping find housing for minorities)
- **Moderate Priority:**
 - » Food insecurity - Access to healthy and nutritious food options
 - » Location and access to local businesses, especially in economically depressed areas
 - » Access to financial services
 - » Lack of coordination with other planning processes and programs to address contributing factors
 - » Access to affordable internet
 - » Industries not in compliance with health regulations – pollution in neighborhoods
 - » Enhance adequacy of life skills (e.g., Housekeeping, healthy eating, financial management)
 - » Availability of scholarships
 - » Access to affordable childcare
 - » Enhance place-based investments
 - » Facilitate Access to proficient schools
- **Low Priority:**
 - » Access to quality healthcare
 - » Enhance air quality within housing development sites
 - » Instances of absentee/bad landlords
 - » Access to transportation



HOUSING RESOURCES

Identification of Adequate Sites for Future Housing Needs

State law requires jurisdictions to identify sites with appropriate zoning, service provision, and development suitability to facilitate production of their share of housing, as determined through the RHNA process. To determine whether a jurisdiction has sufficient land to accommodate its share of regional housing needs for all income groups, that jurisdiction must identify “adequate sites.” Under State law (California Government Code section 65583[c] [1]), adequate sites are those with appropriate zoning and development standards—with services and facilities—needed to facilitate and encourage the development of a variety of housing for all income levels.

Housing Element law does not require the City to ensure that the numbers of dwelling units identified in the RHNA are built within the planning period. The law does, however, require that the City provide an inventory of land suitably zoned and with available infrastructure and utilities to meet that need. Government Code Section 65583.2(c)(3)(B) specifies that the following minimum densities are necessary to qualify sites suitable to meet a jurisdiction’s low- and very low-income housing needs (the so-called “default density”): 1) 20 units per acre for cities in Los Angeles County with populations of less than 25,000 and 2) 30 units per acre for cities with 25,000 people or more. With a 2020 population of 18,295, Santa Fe Springs’ default density is 20 units per acre.

Regional Housing Targets

Table H-17 shows the RHNA goals for Santa Fe Springs, as set forth in the SCAG Sixth Cycle Final RHNA Allocation Plan. This RHNA covers a eight-year planning period (October 2021 to October 2029).

Table H-17: Target Housing Unit Distribution

Income Category	Dwelling Units (Target)	Percent
Very Low (Less than 50% of AMI)	253	26.6%
Low (50% to 80% of AMI)	159	16.7%
Moderate (80% to 120% of AMI)	152	16.0%
Above Moderate (Above 120% of AMI)	388	40.8%
Total	952	100.0%

Source: Final SCAG Regional Housing Needs Allocation Plan, 2021.

Note: AMI = Area Median Income



Progress Toward the RHNA

Since the RHNA uses October 2021 as the baseline for growth projections for the 2021-2029 planning period, jurisdictions may count toward the RHNA housing units under construction or pending approval. As of June 30, 2021, 295 housing units were under construction or pending approval in Santa Fe Springs (Table H-18). These units have the following income distribution: 89 very low-income units, 48 low-income units, 0 moderate-income units, and 193 above moderate-income units.

Affordability of Units Credited Toward the RHNA

Units credited toward the RHNA are distributed among the four affordability groups (extremely/very low, low, moderate, and above moderate) based on affordability restrictions (as is the case with affordable housing projects) or housing cost for those specific types of units. For example, the market rate rents for apartments fall within levels affordable to the households earning moderate incomes (81-120 percent AMI) and are allocated as such.

Table H-18: Credits Toward the RHNA

Site Number	Project	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Total Units
Units Under Construction						
C-1	Alivia Apartments (11201 Carmenita Rd.)	--	--	--	128	128
Units Pending Approval						
C-2	The Richman Group (13231 Lakeland Rd.)	89	12	--	1	102
C-3	The Whole Child (13231 Lakeland Rd.)	--	18	--	1	19
C-4	Habitat for Humanity (10934 Laurel Ave.)	--	18	--	--	18
C-5	Former Mormon Church Site (11733 Florence Ave.)	--	--	--	63	63
Total		89	48	--	193	330

Source: City of Santa Fe Springs, 2021.



Units Under Construction

According to City building permit records, as of July 1, 2021, a total of 128 units are under construction, all of which fall under market rate rents for above moderate-income householders. Under construction units include the following:

- **Alivia Apartments (11201 Carmentia Road).** A housing developer is constructing a three-story apartment project approved in June 2018. The site was previously a vacant area associated with the athletic fields at Carmela Elementary School (South Whittier School District). The apartment complex will include 128 market-rate units at a density of 24 dwelling units per acre.



Alivia Apartments

Units Pending Approval

As of July 1, 2020, a total of 202 units were at various stages of review and approval. Units pending approval include the following:

- **13231 Lakeland Road.** On March 2, 2021, the City of Santa Fe Springs entered into a purchase and sales agreement with the Richman Group of California Development Company and The Whole Child to build 121 housing units, 119 of which will be affordable and provide special needs rental housing and interim affordable housing for families and veteran families experiencing homelessness. The site will be subdivided into two separate projects: The Richman Group (102 units) and The Whole Child (19 units).



13231 Lakeland Road

The Richman Group project, using TCAC (California Tax Credit Allocation Committee) and Low and Moderate Income Housing Asset Fund Report (LMIHAF) funding, qualifies as a large family affordable housing project with proposed senior and special needs components. The planned units comprise 47 one-bedrooms, 27 two-bedrooms, and 28 three-bedrooms, for a total of 102 units. The rental units are to be constructed in multiple three-story structures and will also include a community building which houses the leasing office, a multi-purpose room, service provider space, computer center, fitness room, and other amenities. Of



the 102 units, 89 units will be affordable to very low-income households and 12 to low-income households. One unit will be devoted to a caretaker unit and will be targeted to an above moderate-income household. Of the 89 units, 30 units will be permanent supportive housing.

The Whole Child plans to build 19 units of housing for families experiencing homelessness and with one additional unit to house the client advocate. The unit mix will consist of one-, two- and three-bedroom units, which will have the potential to serve up to 38 families. Eighteen units will be affordable to low-income households and one unit will be for an above moderate income household.

- **10934 Laurel Avenue.** Habitat for Humanity has submitted entitlement plans to build 18 units of for-sale low-cost condominiums. All 18 units will be affordable to low-income households.
- **Former Mormon Church Site.** An applicant has submitted plans to build 63 three-story market-rate condominiums at 11733 Florence Avenue (former Mormon Church site). The site, at three acres, yields a density of 21 dwelling units per acre. All units will be affordable to above moderate-income households.

Remaining RHNA

The City has achieved approximately 35 percent of its RHNA with 328 housing units under construction or pending approval, according to Table H-19.

Table H-19: Zoning and RHNA Affordability Levels

Income Category	RHNA	Units Under Construction or Approved (Credits)	Remaining RHNA	Percent of RHNA Total
Extremely- and Very-Low	253	89	164	35.2%
Low	159	48	111	30.2%
Moderate	152	--	152	0.0%
Above Moderate	388	193	195	49.7%
Total	952	330	622	34.7%



Residential Sites Inventory

The purpose of the site inventory is to identify and analyze specific land (site) available and suitable to accommodate the regional housing need by income group. The site inventory enables the City to determine whether sufficient and adequate sites will be available to accommodate the RHNA by income category. As indicated above, the City has met some of its identified regional need, with a remaining RHNA of 622 units in the very low-, low-, moderate, and above moderate-income categories. The City has available residential development opportunities with sufficient capacity to meet and exceed the identified housing need (Figure H-8). The opportunity sites shown here consist of a proposed development, vacant sites, and underutilized sites to accommodate the RHNA.

Sites Inventory Considerations

Zoning Appropriate to Accommodate Housing Affordable to Lower-Income Households

The capacity of sites that allow development densities of at least 20 units per acre are credited toward the lower-income RHNA based on State law. The California

Government Code states that if a local government has adopted density standards consistent with the population-based criteria set by State law (at least 20 units per acre for Santa Fe Springs), HCD is obligated to accept sites with those density standards (20 units per acre or higher) as appropriate for accommodating the jurisdiction’s share of regional housing need for lower-income households.

Zones that allow fewer than 20 units per acre but facilitate multifamily housing are considered appropriate to accommodate housing for moderate-income households (see Table H-20). Much of the moderate-income need will be met by private market construction of non-subsidized rental units and entry-level condominiums. As noted above, the median price for rentals and condominiums is well within the affordability level for a moderate-income family. The market rate cost of single-family units is considered affordable to above-moderate income households. Nealy half (49.7 percent) of the above moderate-income allocations have been satisfied with credits from projects constructed or pending approval since July 1, 2021.

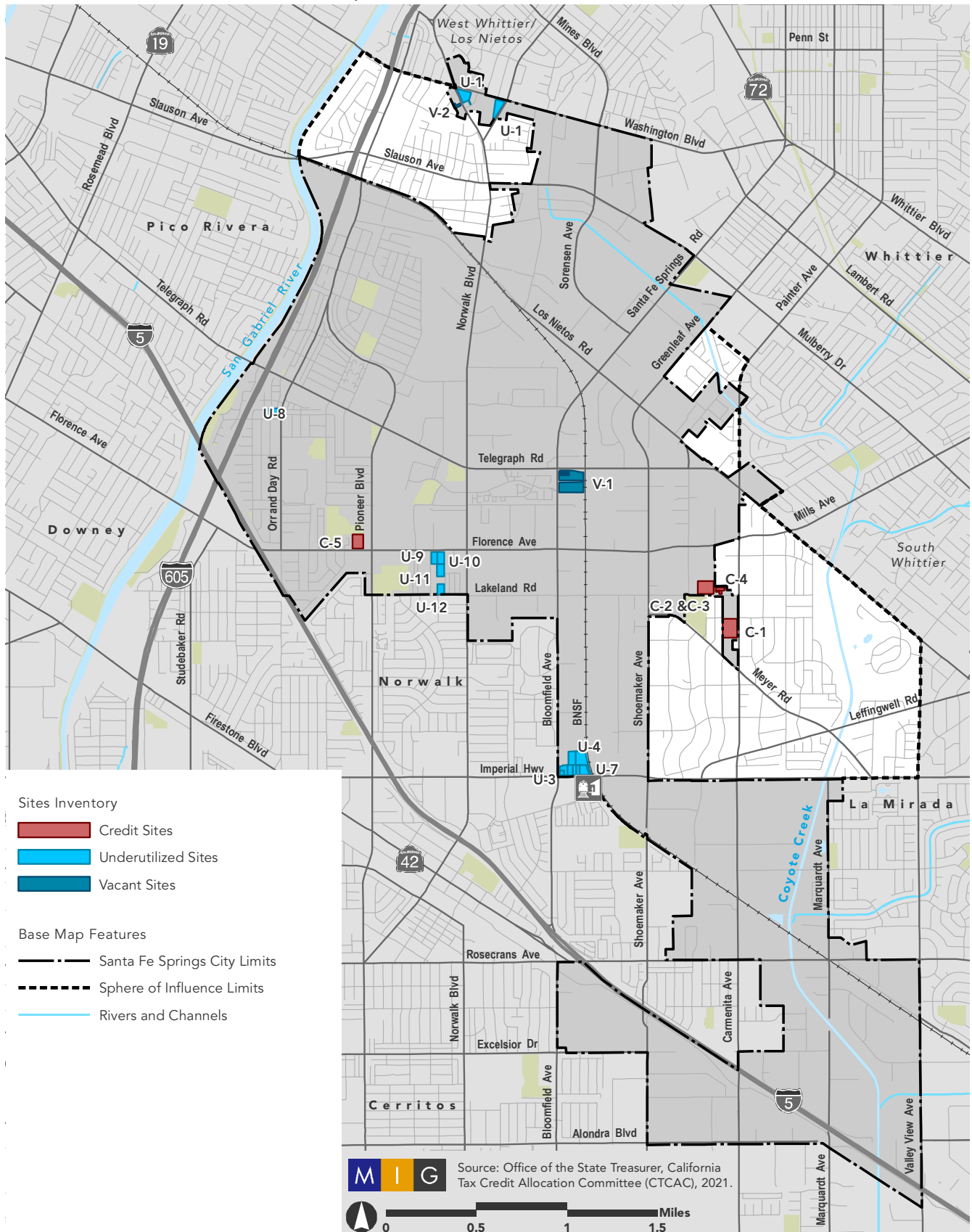
Table H-20: Zoning and RHNA Affordability Levels

Income Category	Income-Appropriate Density	Land Use Designation	Land Use Maximum Allowed Density	Zoning District	Zoning Maximum Allowed Density
Very Low/ Low	20+ du/ac	Mixed Use TOD	60 units/acre	MU-1	60 units/acre
		Mixed Use	40 units/acre	MU-2	40 units/acre
		Downtown		MU-3	
		High Density Residential		R-4	
Moderate	20+ du/ac	Medium Density Residential	25 units/acre	R-3	25 units/acre
Above Moderate	Any	Low Density Residential	9 units/acre	A-1	9 units/acre

Figure H-8: Sites Inventory



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Environmental Constraints

The sites inventory analysis reflects land use designations, zones, and densities established in the City's General Plan and Zoning Ordinance. Potential environmental hazards include flooding, earthquakes, earthquake-induced hazards such as ground shaking and liquefaction, and pollution from hazardous materials. Liquefaction hazards are present along the drainage channels on the periphery of the City, as well as residential and industrial areas in the north, residential neighborhoods west of Norwalk Boulevard, and primarily industrial areas south of Imperial Highway. Most of Santa Fe Springs faces minimal flood hazards. The City is adjacent to the San Gabriel River, which is susceptible to flooding events; however, the 100-year flood event zone surrounding the river remains west of I-605, outside the City limit as a result of levees built along the riverbanks. Risk of flooding from a 500-year flood event occurs in a few small pockets of the City, with the largest area in the City's northern industrial district. No additional flood hazards are mapped by the Federal Emergency Management Agency (FEMA), including a citywide absence of 100-year flood zones.

Santa Fe Springs' built environment and robust industrial sector create unique environmental hazards and considerations. Active oil wells (wells still extracting oil) are located in the central and eastern portions of the oil field, occupying approximately 10 city blocks, or 784 acres. Idle wells are oil and gas wells not in use for production, injection, or other purposes but also have not been permanently sealed. Over 1,000 oil wells have been plugged in the City since the 1920s. The City has 10 registered Superfund sites, including one site on the National Priorities List: a 38-acre former waste disposal area, Waste Disposal Inc (WDI). Remedial action for the WDI Superfund site was completed in 2006, and two subsequent reviews have found the implemented actions continue to protect human health and the environment. Four leaking underground storage tanks (LUST) have been reported in Santa Fe Springs, including the Omega Chemical Corporation Superfund Site. This site has contaminated the groundwater beneath the City and closed water supply production wells. In 2017 and 2018, 53 groundwater monitoring wells were constructed to

provide data needed to design a regional groundwater cleanup system.

Any additional constraints that would occur on a more detailed site review basis would be addressed as part of the individual project review process. The City's capacity to meet its regional share and individual income categories are not constrained by environmental conditions.

Assembly Bill 1397

Consistent with updated Housing Element law (Assembly Bill 1397) related to the suitability of small and large sites, the lower-income sites inventory presented in this section is predominately limited to parcels between 0.5 and 10 acres in size, as the State has indicated these size parameters are most adequate to accommodate lower-income housing need. The City has identified one vacant site and two underutilized site that meet the criteria for the very low and low affordability categories.

AB 1397 also adds specific criteria for assessment of the realistic availability of non-vacant sites during the planning period. If non-vacant sites accommodate half or more of the lower-income need, the Housing Element must describe "substantial evidence" that the existing use does not constitute an impediment for additional residential use on the site.

Assembly Bill 686

AB 686 requires the site inventory to identify sites throughout the community, consistent with its duty to affirmatively further fair housing. Sites must be identified and evaluated relative to the full scope of the assessment of fair housing (e.g., segregation and integration, racially and ethnically concentrated areas of poverty and affluence, access to opportunity, etc.). The site inventory and accompanying analysis must identify and analyze selected sites, map the location of the sites, indicate the number of projected units for each site, represent the assumed affordability (i.e., lower, moderate, and above moderate) for each site, and evaluate relative to socio-economic patterns. It should also assess the extent to which that development will either further entrench or help ameliorate existing patterns of segregation and/or exclusion of members of protected categories.



Detailed Sites Inventory

The following sections provide details on the City’s 2021-2029 Housing Element sites inventory.

Accessory Dwelling Units

In 2019, after adopting a new accessory dwelling unit (ADU) ordinance reflecting new State requirements, the City approved and permitted 12 ADUs. Given the quantity of previous applications and property owners anticipated continued interest in ADU development (and that Program 7 will further encourage new ADUs), new ADUs are projected to be developed at 15 ADUs per year. The projected 125 ADUs (15 ADUs per year for 8.3 years in the projection period) are divided accordingly to SCAG’s HCD pre-certified Los Angeles County percentages for each income category.

Realistic Capacity Assumption

Since 2015, over 200 units have been built on properties zoned R-3, with development being built near 100 percent capacity of the allowed maximum density. Developers can take advantage of the Planned Development Overlay that allows densities to increase from 21 to 25 dwelling units per acre. As part of the General Plan update and Zoning Code amendments completed in parallel with the Housing Element, the R-3 zone density standard will be increased to a maximum of 25 dwelling unit per acres.

Because mixed-use developments currently are not permitted by zoning regulations, the City of Santa Fe Springs does not have a record of approving mixed-use projects. To calculate realistic density capacity, mixed-use projects are assumed to have an 80 percent realistic density percentage. All R-3 projects have been assigned a 90 percent realistic capacity, given the record of projects built and under construction in the R-3 zone. See Table H-21 for development density trends in the R-3 zone.

Table H-21: R-3 Development Density Trend

Project Name	Year Built	Units	Type	Site Acres	Built Density	Max. Density	Zone	Planned Development Overlay	Density: Built/Max. Allowed
Il Borrego	2017	50	Condos	2.7	18.7	21	R-3	No	94%
Miro Apartments	2015	155	Apartments	5.8	25.0	21	R-3	Yes	108%
Alivia Apartments	Under Construction	128	Apartments	5.1	25.0	21	R-3	Yes	108%



Sites to Meet the Lower-Income RHNA

Santa Fe Springs is mostly built out, with very limited vacant land available to accommodate new development of any sort. Vacant land that allows residential development represents one of the best opportunities for accommodating new housing.

Consistent with HCD guidelines, the review of existing and proposed multifamily projects within a zone or particular area helps to identify the realistic density that can be anticipated for potential development. The City identified one vacant site (8 different parcels owned by the City of Santa Fe Springs) and two underutilized sites that meet the lower-income RHNA criteria. The vacant

site (V-1) is located along the Telegraph Road corridor and is zoned for mixed use. The two underutilized sites (U-1 and U-2) are located along a commercial corridor, Washington Boulevard, that is the planned route for the Metro L Line (former Gold Line) extension. A station is planned near Norwalk Boulevard/Washington Boulevard. Vacant sites and underutilized sites are identified in Table H-22.

Table H-22: Sites to Meet the Lower-Income RHNA

Site No.	APN	Acres		Existing Uses	Zoning	Density		Realistic Unit Capacity
		Parcel Size	Consolidated Site Size			Max.	Realistic	
V-1 ¹	8011018900	3.50	9.32 (5.59 available for a residential project)	Vacant	MU	40	32	179
	8011018901	0.16						
	8011018902	0.12						
	8011018903	0.16						
	8011018904	0.16						
	8011018905	0.16						
	8011018906	0.16						
	8011019911	4.90						
U-1	8178001045	2.03	2.03	Restaurant	MU-TOD	60	48	97
U-2	8178001026	2.17	2.17	Fitness Gym	MU-TOD	60	48	104
Total Acres		13.71	13.71			Total Units		380

Note: 1) Site Number Coding: (V-1) = Vacant 1; (U-1)= Underutilize 1



- Site V-1. MC&C Site.** The MC&C site is owned by the City of Santa Fe Springs and is vacant. The site is constrained by oil extraction operations and the existence of eight active and 17 abandoned oil wells. The City is looking to sell the site for future development. The City has conducted financial feasibility analysis to determine the best uses for the property.

The MC&C site consists of eight City-owned parcels totaling 9.5 acres. For this particular site, a development concept was prepared that cordoned off the active wells into two oil production areas totaling 1.1 acres. As an example, on an adjacent site, a residential development called The Villages at Heritage Springs was completed in 2015 with over 500 units. This project successfully integrated active oil wells within the project. The MC&C site concept plan models a similar approach of The Villages at Heritage Springs project. The feasibility analyzed a horizontal mixed-use development with 2.8 acres devoted to a small retail center along Telegraph Road. Residential development at a maximum density of 40 units per acre would occupy 5.6 acres. However, a realistic capacity was applied, taking into account the following two calculations: 1) 60 percent of the 9.3-acre site would be devoted to residential development, leaving 5.6 acres available and 2) a realistic capacity of

the site was assumed at a conservative 80 percent, thus using 32 dwelling units per acres to calculate residential units. Conceptually, if the project were considered as a residential-only project, without any constraints or other commercial uses, the site could potentially accommodate 372 units (9.3 multiplied by 40 dwelling units per acres). To be conservative, the realistic derived unit count was 179 units (5.6 acres multiplied by 32 dwelling units per acre).

The financial feasibility analysis study estimated the environmental clean-up costs at \$300,000 per well for abandonment and clean up, as well as costs for property purchase by a residential developer. The study concluded that the site, based on the application of mixed-use development standards, represents a financially viable location for housing production.

This vacant site will improve conditions for fair housing by increasing opportunities for affordable housing in the City. This site is located in an area consisting of less than 20 percent of Hispanic Latino population, with household incomes one and one-half times higher than the County median household income. As such, development on this site would not focus affordable housing within any racially and ethnically concentrated areas or area of high poverty.



Site V-1: MC&C Site



- **Site U-1. Washington TOD Site.** This two-acre site is located along Washington Boulevard, on the same block as the planned L Line (Gold Line extension) station. In anticipation of a future light rail station, the City has designated the area for mixed use, emphasizing transit-oriented development. The City is consulting with Metro on the light rail station plans and future improvements to the area. The County of Los Angeles is managing a first/last mile transportation plan around the station.

The site includes an existing restaurant (Chris & Pitts), a massage parlor, a barber shop, a small retail store, and a cocktail bar. All existing uses are considered marginal businesses. A large portion of the site is devoted to large surface parking lot areas. The physical conditions of the buildings and asphalt surface parking area are in poor condition. Based on the building square footage, the site yields a floor-area ratio of 0.25. City staff has communicated with the property owners, who also own the restaurant, and they have indicated they are looking to sell the property. They are aware of the land use changes that increase the residential density and allow for mixed-use development. The owners state that no existing long-term leases exist that would impede

housing being developed on the site prior to 2029.

According to the Los Angeles County Assessor property data, the property and existing buildings have not been improved for a very long time. The buildings were constructed in the 1950s and have a building-to-land-value ratio of 0.51, meaning the building improvements are worth half of what the land value is worth. The City has conducted a financial feasibility analysis for this parcel and has concluded that mixed-use development is feasible.

- **Site U-2. Washington TOD Site.** This site is also located on Washington Boulevard directly adjacent to the planned Metro L Line station. The two-acre site includes a small tenant space built in 1986, with tenant vacancies, and a larger building built in 1968. Based on the building square footage, the site yields a floor-area ratio of 0.21. According to the Los Angeles County Assessor property data, the building was built in 1968 and has a building-to-land-value ratio of 1.57, meaning the building improvements are worth one and one-half more than the land value. A gym operator recently moved into the space that had been vacant for several years.



Site U-1 and U-2: Washington TOD Sites



Sites to Meet Moderate-Income RHNA

One vacant site and 11 underutilized sites have been identified to meet the moderate- and above-moderate income RHNA, see Table H-23. See Figure H-8 for location of properties within the sites inventory.

Table H-23: Sites to Meet the Moderate- and Above Moderate-Income RHNA

Site Number	APN	Acres		Zoning	Existing Use	Density		Realistic Unit Capacity	
		Parcel Size	Consolidated Site Size			Max.	Realistic		
V-2	8178004065	0.43	0.43	MU	Vacant	40	32	14	
U-3	8026042006	1.10	1.48	MU-TOD	Restaurant and small offices	60	48	71	
	8026042007	0.38							
U-4	8026042008	0.98	5.85	MU-TOD	Business park	60	48	281	
	8026042020	2.01							
	8026042018	2.86							
U-5	8026042009	0.67	0.67	MU-TOD	Salvage yard	60	48	32	
U-6	8026042010	0.68	0.68	MU-TOD	Industrial	60	48	32	
U-7	8026042014	1.63	1.98	MU-TOD	Industrial	60	48	33	
	8026042017	0.35							
U-8	8007008900	1.38	1.38	R-3	CHP station	25	22.5	31	
U-9	8009023011	1.45	1.45	R-3	Industrial	25	22.5	33	
U-10	8009023016	1.58	1.58	R-3	Industrial	25	22.5	35	
U-11	8009023035	1.80	1.80	R-3	Industrial	25	22.5	41	
U-12	8009023040	1.39	1.39	R-3	Industrial	25	22.5	31	
Total Acres:		18.69	18.69				Total Units:		634



Adequacy of Sites Toward the RHNA

The sites inventory identifies capacity for 867 units, 369 of which are on sites suitable for development of lower-income housing. Table H-24 summarizes the sites inventory compared to the RHNA. Table H-25 lists the sites inventory.

Table H-24: Sites Inventory Summary

Sites	Ex/Very Low Income (0-50% AMI)	Low Income (51-80% AMI)	Moderate Income (80-120% AMI)	Above Moderate Income (121+% AMI)	Total
RNHA	253	159	152	388	952
Proposed Development Site (Credits)	89	48	--	193	330
Remaining RHNA after Credits Applied	164	111	152	195	622
Accessory Dwelling Units ¹	29	56	3	37	125
Vacant and Underutilized Sites ²		380	463	171	1,014
Total Sites to be Applied Toward the RHNA ³		602	466	401	1,469
Remaining RHNA after Sites Applied		+190	+314	+13	+517

Notes: 1. Affordability for ADUs (15% Extremely Low, 8.5% Very Low, 44.6% Low, 2.1% Moderate, 29.8%, Above Moderate-income levels)

2. The capacity of sites that allow development densities of at least 20 units per acre are credited toward the lower-income RHNA based on State law.

3. Total sites include Credits, Accessory Dwelling Units, and Vacant and Underutilized Sites.



Table H-25: Sites Inventory Table

Site No.	Assessor Parcel Number	Acres		Existing Land Use	Zoning/ General Plan	Maximum Allowed Density (Units/Acre)	Realistic Capacity (units)	Affordability Level	Infrastructure Capacity	On-site Constraints
		Parcel Size	Site Size							
V-1 ¹	8011018900	3.50	9.32	Vacant	MU	40	179	Very Low and Low	Yes	Yes (oil wells and pipe network)
	8011018901	0.16								
	8011018902	0.12								
	8011018903	0.16								
	8011018904	0.16								
	8011018905	0.16								
	8011018906	0.16								
	8011019911	4.90								
V-2	8178004065	0.43	0.43	Vacant	MU	40	14	Above Moderate	Yes	No
U-1	8178001045	2.03	2.03	Commercial	MU-TOD	60	97	Very Low and Low	Yes	No
U-2	8178001026	2.17	2.17	Fitness gym	MU-TOD	60	104	Very Low and Low	Yes	No
U-3 ¹	8026042006	1.10	1.48	Restaurant and small offices	MU-TOD	60	71	Moderate	Yes	No
	8026042007	0.38								
U-4 ¹	8026042008	0.98	5.85	Business park	MU-TOD	60	281	Moderate	Yes	No
	8026042020	2.01								
	8026042018	2.86								
U-5	8026042009	0.67	0.67	Salvage yard	MU-TOD	60	32	Moderate	Yes	No
U-6	8026042010	0.68	0.68	Industrial	MU-TOD	60	32	Moderate	Yes	No
U-7 ¹	8026042014	1.63	1.98	Industrial	MU-TOD	60	33	Moderate	Yes	No
	8026042017	0.35								
U-8	8007008900	1.38	1.38	CHP ² office	R-3	25	31	Above Moderate	Yes	No
U-9	8009023011	1.45	1.45	Industrial	R-3	25	33	Above Moderate	Yes	No
U-10	8009023016	1.58	1.58	Industrial	R-3	25	35	Above Moderate	Yes	No
U-11	8009023035	1.80	1.80	Industrial	R-3	25	41	Above Moderate	Yes	No
U-12	8009023040	1.39	1.39	Industrial	R-3	25	31	Above Moderate	Yes	No
Total		29.35	29.35				1,014			

Note: 1) Asterisk denotes common ownership.

2) CHP: California Highway Patrol office to be relocated



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Consistency with Affirmatively Furthering Fair Housing (AFFH)

State law requires that for housing elements due on or after January 1, 2021, sites must be identified throughout the community in a manner that affirmatively furthers fair housing opportunities (Government Code Section 65583(c)(10)). Affirmatively Furthering Fair Housing means taking meaningful actions that, taken together, address significant disparities in housing needs and access to opportunity. For purposes of the housing element site inventory, this means that sites identified to accommodate the lower-income are not concentrated in low-resourced areas (lack of access to high performing schools, proximity to jobs, location disproportionately exposed to pollution or other health impacts) or areas of segregation and concentrations of poverty. HCD and the California Tax Credit Allocation Committee (TCAC) coordinated efforts to produce opportunity maps that evaluate specific economic, environmental, and educational characteristics that have been shown by research to support positive economic, educational, and health outcomes for low-income families.

Shown on Figure H-9, TCAC opportunity areas in Santa Fe Springs range from low resources in the central and eastern areas of the City, with high resources area in the western portions. The sites inventory for the 2021-2029 planning period consists of approved capacity in underutilized sites and several vacant properties. Those sites have capacity for 380 lower-income units, with 47 percent on vacant sites (zoned for high density residential or residential mixed use) and 53 percent consisting of underutilized sites. Table H-26 shows that capacity for multi-family and mixed-use residential development within the RHNA income categories is primarily distributed among the low (21.2%) and moderate (75.7%) resources areas. The high resource area does have some opportunity for new development (31 units) but is limited as a primarily single-family neighborhood (where ADUs could be constructed).

Table H-26: RNHA Housing Sites and Fair Housing

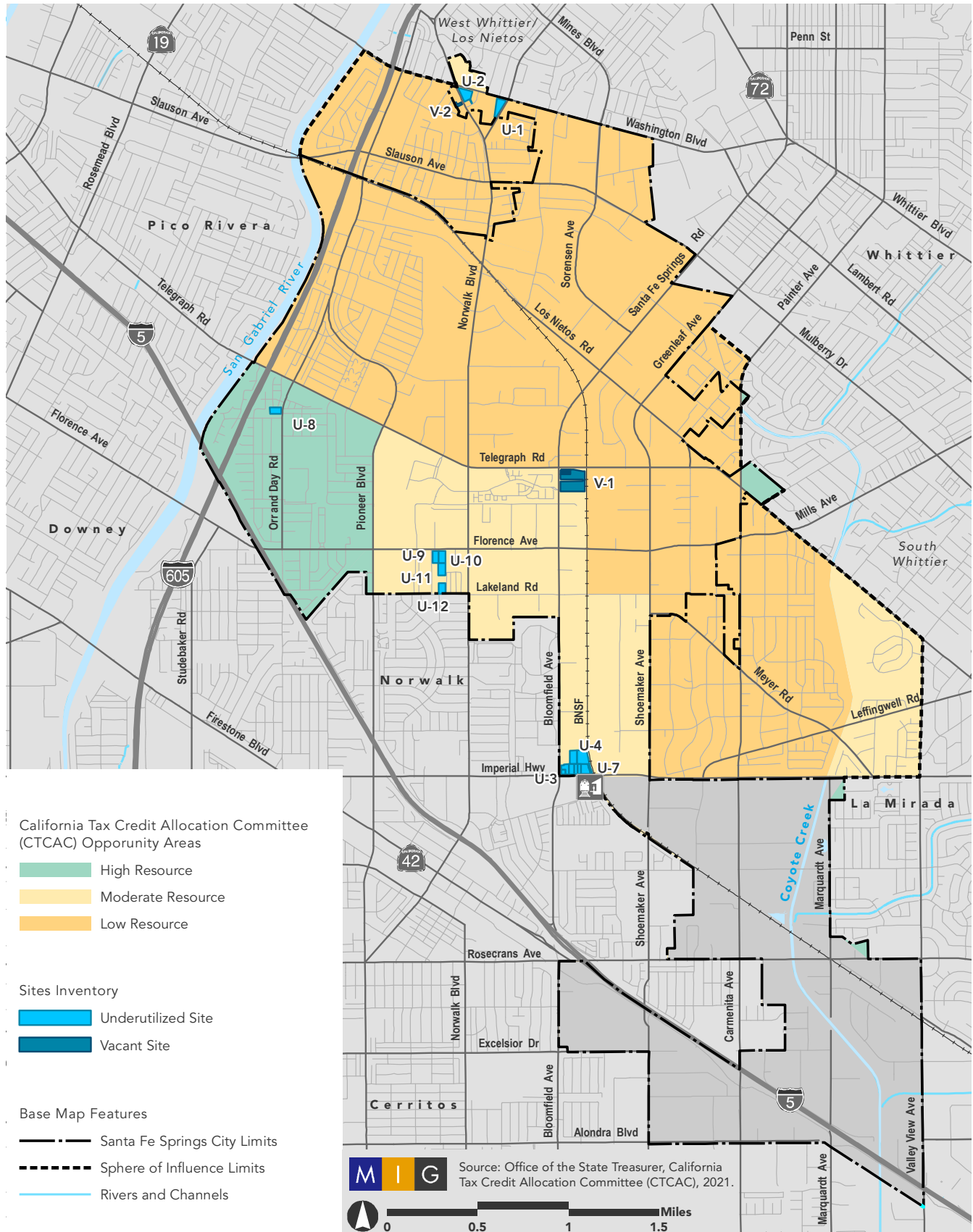
RHNA Income Categories (Units)	California Tax Credit Allocation Committee (TCAC) Resource Categories			
	Low Resource	Moderate Resource	High Resource	Total
Above Moderate	14	--	31	31
Moderate	--	589	--	589
Very Low and Low	201	179	--	380
Total	215	768	31	1,014
Percentage of Total	21.2%	75.7%	3.1%	100.0%

Source: California Tax Credit Allocation Committee (TCAC) mapping data

Figure H-9: TCAC Opportunity Areas and Sites Inventory



RE-IMAGINE SANTA FE SPRINGS | 2040 GENERAL PLAN





Site Infrastructure and Services

Since the City is fully urbanized, water service providers do not anticipate significant population growth and demand increases. The City's 2015 Urban Water Management Plan indicates sufficient water supply for projections through 2040. Full urban-level services are available to each site in the inventory. Such services are more than adequate for the potential unit yield on each site. Specifically, water and sewer service are available or are programmed to be made available for all the sites in the inventory.

Water and Sewer Infrastructure

Five water providers serve the City and its sphere of influence: the City of Santa Fe Springs Water Utility Authority, Golden State Water Company, Orchard Dale Water District, San Gabriel Valley Water Company, and Suburban Water Systems.

The City of Santa Fe Springs Water Utility Authority is the retail water supplier that provides service for most of the City, covering approximately 90 percent of the land area within the City. The service area is approximately 85 percent commercial and industrial and 15 percent residential. The City's historical water supply sources include local groundwater pumped from City wells, treated groundwater through the Water Quality Protection Program, treated imported water purchased from Metropolitan Water District through Central Basin Municipal Water District (CBMWD), and recycled water supplies provided by CBMWD.

Golden State Water Company is a public utility water company that serves primarily residential customers in unincorporated portions east of the City (within the sphere of influence). The Orchard Dale Water District primarily serves residential customers in unincorporated neighborhoods east of the City. Most water is drawn from aquifers in the San Gabriel Main Basin and Coastal Plain of the Los Angeles Central Basin. The San Gabriel Valley Water Company is an investor-owned water utility that provides water service to the northern section of the City and adjacent unincorporated areas. Suburban Water Systems is a public utility water company that provides water service primarily to residential customers

in unincorporated areas east of the City. Most water is drawn from groundwater through the City of Whittier from active deep wells located in the Whittier Narrows area.

Service providers serving Santa Fe Springs and surrounding unincorporated areas also receive groundwater from the Central Basin Water Quality Protection Program facility located in the Central Basin, as well as surface water distributed by Metropolitan Water District of Southern California sourced from the Colorado River and the State Water Project in Northern California.

Planned infrastructure improvements include a water treatment facility to treat iron, manganese, hydrogen sulfite, and color to reintroduce a City well that has not been in use since 2014 due to contaminants. Planned capacity improvements within Santa Fe Springs are primarily to update existing infrastructure and maintain adequate fire flows.

The local wastewater collection system is owned and operated by Los Angeles County Sanitation Districts (LACSD) and maintained by Consolidated Sewer Maintenance District (CSMD). The wastewater collection system consists of approximately 84 miles of sewer mains providing wastewater pipelines to homes, businesses, and institutions. Wastewater collected from businesses and residences within the City is treated at LACSD's Los Coyotes Water Reclamation Plant (LCWRP) and Long Beach Water Reclamation Plant (LBWRP); after treatment, the wastewater is recycled for further use or discharged into the San Gabriel River.

Dry Utilities

All sites in the land use inventory lie within developed areas and have access to full dry utilities. Southern California Edison is responsible for providing electric power supply to Santa Fe Springs. Natural gas is provided by SoCalGas. Natural gas is available throughout Santa Fe Springs through a local distribution system. Additional dry utilities include various telecommunications providers and cable providers and solid waste collection. Republic Services and CR&R provide solid waste collection service under franchise agreements with the City.



Financial Resources

In light of the elimination of redevelopment agencies in the State of California in 2012, the City has lost \$32 million in funding and limited access to funding sources for affordable housing activities. As a result, the City stopped accepting new applications for the following housing programs:

- Rebate Program – Provided a rebate of a portion of the amount spent on eligible home improvements based on family size and gross family income.
- Home Repair Program – Provided up to \$6,000 of free labor and materials per house for very low-income homeowners for home maintenance.

SB2/Leap Grants

In 2017, Governor Brown signed a 15-bill housing package aimed at addressing the State’s housing shortage and high housing costs. Specifically, it included the Building Homes and Jobs Act (SB 2, 2017), which established a \$75 recording fee on real estate documents to increase the supply of affordable homes in California. Because the number of real estate transactions recorded in each county will vary from year to year, the revenues collected will fluctuate.

The first year of SB 2 funds were available as planning grants to local jurisdictions. The City of Santa Fe Springs received \$160,000 for planning efforts to facilitate housing production. For the second year and onward, 70 percent of the funding will be allocated to local governments for affordable housing purposes.

Another source of funding to help local jurisdictions update their planning documents and implement process improvements to facilitate housing construction is the Local Early Action Planning (LEAP) grants. The City received \$65,000 in LEAP grants in 2020. However, this is a one-time-only program.

CDBG, HOME, and Emergency Shelter Grant Funds

The federal government’s Community Development Block Grant (CDBG) program provides funds for a range

of community development activities. The program is flexible in that the funds can be used for a range of activities. The eligible activities include but are not limited to acquisition and/or disposition of real estate or property; public facilities and improvements; relocation, rehabilitation, and construction (under certain limitations) of housing; homeownership assistance; and clearance activities. CDBG funds can be used for a wide array of activities, including:

- Housing rehabilitation
- Down payment and other homeownership assistance
- Lead-based paint screening and abatement
- Acquisition of buildings and land
- Construction or rehabilitation of public facilities and infrastructure
- Removal or architectural barriers
- Public services for low-income persons and persons with special needs
- Rehabilitation of commercial or industrial buildings
- Loans and grants for businesses that provide employment for low-income persons

Santa Fe Springs does not qualify as an entitlement jurisdiction to receive annual CDBG allocations directly from HUD. The Los Angeles Urban County CDBG Program provides community development improvement dollars to 48 cities in Los Angeles County, including Santa Fe Springs, for a wide variety of housing and community development activities. The dollars are allocated to the cities based on a formula that accounts for population levels, overcrowding and poverty. Annually, the City receives approximately \$120,000 in CDBG funds through the County. Given the small total allocation, the City has historically allocated CDBG funding largely to support community services.

HUD Housing Choice Vouchers

The Housing Choice Voucher Program is a federal program that provides rental assistance to very



low-income persons in need of affordable housing. The program offers a voucher to income-qualified tenants that pays the difference between the payment standard (an exception to fair market rent) and what a tenant can afford to pay (e.g., 30 percent of their income). A voucher allows a tenant to choose housing that may cost above the payment standard, with the tenant paying the extra cost. The Los Angeles County Development Agency (LACDA) administers the Housing Choice Voucher Program in Santa Fe Springs. Approximately 200 households in Santa Fe Springs receive assistance through the Housing Choice Voucher Program.

Administrative Resources

Agencies with administrative capacity to implement programs contained in the Housing Element include the City of Santa Fe Springs and local and regional non-profit private developers.

1. The City of Santa Fe Springs Planning and Development Department takes the lead in implementing Housing Element programs and policies. The Department is responsible for implementing the General Plan by ensuring that development projects are consistent with the General Plan and Zoning Ordinance. The City also works closely with non-profit developers to expand affordable housing opportunities in Santa Fe Springs
2. The Los Angeles County Development Authority (LACDA) leverages federal, State, and local funds to sponsor and facilitate housing assistance, affordable rental housing, first-time homebuyers, home improvements, community development, and economic development. LACDA administers dozens of programs, including the Housing Choice Voucher (formerly Section 8) rental assistance program and CDBG program.
3. Los Angeles Homeless Services Authority (LAHSA) plans the continuum of care for homeless services in the County and City, part of which includes distributing the County's ESG funding to nonprofit agencies operating shelter programs. LAHSA works to coordinate homeless service funds throughout the County and link such funds to development activities. Programs initially assigned to LAHSA include the ESG Program and the Cold/Wet Weather Emergency Shelter Program, funded in part with CDBG funds, as well as other homeless services programs already being provided by the County and City. The County and City also appointed LAHSA to administer the Los Angeles Area Homeless Initiative including the Continuum of Care Programs.
4. The U.S. Department of Housing and Urban Development (HUD) is the federal agency responsible for national policy and programs addressing America's housing needs and enforcing fair housing laws. HUD subsidizes affordable housing developments in Santa Fe Springs, including Silvercrest Residences and Villa Verde.
5. Habitat for Humanity is an international non-profit organization dedicated to partnering with those in need of safe and affordable homes. Since 1990, Habitat for Humanity Greater Los Angeles has built, rehabilitated, and repaired more than 950 homes in the greater Los Angeles area. The organization has formally submitted entitlements for site V-2 and plans to build 18 very low-income units.
6. National CORE owns, develops, and manages affordable housing for families and seniors. In Santa Fe Springs, National CORE transformed an abandoned industrial center into the Little Lake Village, an apartment home community with 144 affordable one- and two-bedroom units for seniors.
7. AbilityFirst builds and operates residential facilities in Los Angeles County for individuals with physical and developmental disabilities. In Santa Fe Springs, AbilityFirst operates the Lakeland Manor Apartments, with 25 units that provide accessible, subsidized housing for people with disabilities.



HOUSING PLAN

With this Housing Element, the City establishes a policy foundation for committing resources to meet the housing needs of all economic segments of the community. The Housing Element sets forth goals and policies and defines specific programs to meet those needs during the 2021-2029 planning period. This section describes the qualitative goals, policies, and programs and the quantified objectives for the provision of safe, adequate housing for Santa Fe Springs residents.

To make adequate provision for the housing needs of people of all income levels, State law (Government Code 65583(c)) requires that the City, at a minimum, identify programs that do all the following:

1. Identify adequate sites, with appropriate zoning and development standards and services to accommodate the locality's share of the regional housing needs for each income level.
2. Assist in the development of adequate housing to meet the needs of extremely low-, very low-, low-, and moderate-income households.
3. Address and, where possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for people at all income levels, as well as housing for people with disabilities.
4. Conserve and improve the condition of the existing affordable housing stock and preserve assisted housing developments at risk of conversion to market-rate housing.
5. Promote equal housing opportunities for all people, regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

Programs generally include a statement of specific City action(s) necessary to implement a policy or goal and identify the City department or other agency responsible for implementation, the quantified objectives (where applicable), and a timeframe for completion. A summary of quantified objectives is included following the program descriptions.

The responsibility for administering the Housing Element and ensuring that policies are implemented largely will rest with the Planning and Development Department. Funding for overseeing and monitoring program progress—for which the expense will be staff time—will be the Planning and Development Department annual budget. Staff time funding sources are Community Development Block Grant funds (20 percent of annual allotments allowed for administrative and capacity building activities) and the City's General Fund. Funding sources for housing construction, rehabilitation, and/or preservation projects are noted for specific action items below.

Goals and Policies

Housing Maintenance and Preservation

Housing and neighborhood conservation are important components of maintaining and improving quality of life. Existing housing often is the most affordable housing, particularly for homeowners of long tenure who may not have mortgage payments. Keeping that housing in good condition creates healthier living environments and can ensure that housing remains part of the local housing supply. In general, housing over 30 years old may need some form of costly rehabilitation, such as a new roof, repair of termite damage, and plumbing upgrades. With approximately 83 percent of the local housing stock built prior to 1990, preventive maintenance is essential to guard against widespread housing deterioration. Santa Fe Springs must continually assess potential neighborhood and community impacts associated with aging housing, infrastructure, and community facilities. Maintenance and rehabilitation efforts contribute to the preservation and enhancement of neighborhoods and the individual housing units within these neighborhoods.

GOAL H-1: LONG-ESTABLISHED HOUSING AND NEIGHBORHOODS IN SANTA FE SPRINGS THAT ARE MAINTAINED AND ENHANCED

Policy H-1.1: Neighborhood Preservation.

Preserve the character, scale, and quality of established residential neighborhoods.



Policy H-1.2: Healthy Neighborhoods. Support healthy neighborhoods by addressing public health and safety issues, proactively resolving code violations, and minimizing potential harms associated with polluted soil or building conditions and the significant presence of industrial businesses in the City.

Policy H-1.3: Housing Investments. Invest in neighborhoods that have aging and deteriorating housing and infrastructure.

Policy H-1.4: Home Remodeling Education. Educate property owners on the benefits of home repair and remodeling approaches that use design and materials consistent with neighborhood character.

Policy H-1.5: Alleviate Overcrowding Conditions. Assist in alleviating unit overcrowding by facilitating the development of accessory dwelling units and home additions and improvements to existing homes.

Policy H-1.6 Sustainable Practices. Promote and encourage sustainable development and green building practices for all new residential development and the retrofit of existing housing.

Policy H-1.7: Pollution Protection. Require building and site design measures such as multi-paned windows, air filtration systems, and dense landscaping for new housing units located within 500 feet of a freeway, railroad, major arterial, and/or industrial use to minimize noise, vibration, and air pollution impacts.

Increasing Housing Opportunities

Continuing to provide a balanced inventory of housing

in terms of types (accessory dwelling units, single-family, duplexes, apartments, and condominiums) and cost will allow the City to fulfill a variety of housing needs, including increasing the housing supply for people who work in the City but commute long distances to work. Maintaining diversity in housing choice and cost will allow Santa Fe Springs residents an opportunity to find housing that meets their individual and household needs, regardless of their age, presence of a disability, household type, or income. Because Santa Fe Springs is a built-out community with a limited amount of remaining vacant residential land, the City plays a key role in promoting sites for future development.

GOAL H-2: A RANGE OF AVAILABLE HOUSING TYPES, DENSITIES, AND AFFORDABILITY LEVELS TO MEET THE DIVERSE NEEDS OF THE COMMUNITY, INCLUDING A BALANCE BETWEEN OWNERSHIP AND RENTAL UNITS

Policy H-2.1: Adequate Housing Sites.

Maintain land use policies and regulations that create capacity for development of a range of residential development types that can fulfill local housing needs, including accessory dwelling units, low-density single-family uses, moderate-density townhomes, higher-density apartments and condominiums, and mixed-use projects.

Policy H-2.2: Housing Near Transit. Encourage transit-oriented development consisting of higher residential densities, public gathering places, streetscape amenities, and commercial and entertainment uses within walking distance of planned and established rail stations and high-frequency bus stops.

Policy H-2.3: Housing for Persons with Disabilities. Encourage the development of residential



units accessible to persons with disabilities or are adaptable for conversion for persons with disabilities.

Policy H-2.4: Homelessness. Consult with local social service providers to address the needs of the homeless and persons at-risk of homelessness.

Policy H-2.5: In-Fill Housing. Encourage infill housing development that is compatible in character with established residential neighborhoods.

Policy H-2.6: New Housing. Critically analyze the location of any proposed new housing to determine suitability for healthy living conditions.

Policy H-2.7: Larger Units. Encourage new multi-family and mixed-use housing units to include more bedrooms to accommodate larger families and to alleviate overcrowding.

Affordable Housing

In the City, building affordable housing is challenging without financial assistance. The City can facilitate development of new affordable housing that targets lower-income households by providing a regulatory environment that streamlines project review and minimizes development fees, and that welcomes partnerships with developers.

GOAL H-3: A HOUSING SUPPLY TO MEET THE NEEDS OF EXTREMELY LOW-, VERY LOW-, LOW-, AND MODERATE-INCOME HOUSEHOLDS

Policy H-3.1 Special Housing Needs. Encourage both the private and public sectors to produce or assist in the production of housing, with emphasis on housing affordable to persons with disabilities, the elderly, large families, female-headed households with children,

and people experiencing homelessness.

Policy H-3.2 Assistance and Incentives. Facilitate housing development affordable to lower-income households by providing technical assistance, regulatory incentives and concessions, and financial resources.

Policy H-3.3 Developer Assistance. Assist residential developers in identifying and preparing land suitable for new housing development.

Policy H-3.4 Lower-Income Residents. Continue to utilize federal and State subsidies, as well as City resources to the fullest extent possible, to assist in meeting the housing needs of lower-income residents, including extremely low-income residents.

Policy H-3.5 At-Risk Housing. Assist in the preservation of all units at risk of converting from affordable housing to market-rate housing.

Policy H-3.6: Homebuyer Assistance Programs. Provide information and referrals about homebuyer assistance programs available through the county, State, and private lenders to existing and potential residents.

Equal and Fair Housing

Some people face difficulties finding suitable housing due to illegal building, lending, and/or leasing practices that discriminate against or place burdens on them due to their race, ethnicity, gender, disability, economic status, sexual orientation, or other characteristics. To provide for the housing needs of all community members, the City is dedicated to ensuring equal and fair housing opportunities are available to all residents.



GOAL H-4: AN ENVIRONMENT IN WHICH ALL PEOPLE HAVE FAIR AND EQUAL ACCESS TO THE HOUSING OF THEIR CHOICE

Policy H-4.1 Discrimination. Prohibit discrimination in the sale, rental, or financing of housing based on race, color, ancestry, religion, national origin, sex, sexual orientation, gender identity, age, disability/medical condition, familial status, marital status, source of income, or any other arbitrary factor.

Policy H-4.2 Fair Housing. Assist in the enforcement of fair housing laws by providing references for residents to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.

Policy H-4.3 Equitable Housing. Encourage investments and the siting of new housing in an equitable and fair manner that prevents discrimination, overcomes patterns of segregation, avoids concentrations of lower-income households, addresses pollution burdens, and fosters inclusive communities.

Removal of Housing Constraints

Pursuant to State law, Santa Fe Springs is obligated to address, and where legally possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. Removing constraints on housing development can help address housing needs in the City by expediting construction, and lowering development costs.

GOAL H-5: MINIMAL NON-GOVERNMENTAL AND GOVERNMENTAL OBSTACLES TO THE PRODUCTION OF HOUSING FOR ALL INCOME GROUPS

Policy H-5.1 Residential Development Standards. Review and adjust residential development standards, regulations, ordinances, departmental processing procedures, and residential fees related to rehabilitation and construction that are determined to constrain housing development.

Policy H-5.2 Policy Assessments. Assess proposed ordinances and policies affecting housing development for effects on housing cost, recognizing that some increases in housing costs might be offset by decreases in other household costs (e.g., energy bills).

Policy H-5.3 Housing Legislation. Monitor State and federal housing-related legislation, and update City plans, ordinances, and processes pursuant to such legislation to remove or reduce governmental constraints.

Policy H-5.4 Development Approval Process Education. Educate applicants on how to navigate the development approval process; facilitate building permit and development plan processing for residential construction.

Policy H-5.5 Site Remediation. Encourage environmental remediation of contaminated sites to conditions acceptable for residential use where residential use is appropriate.



Implementing Programs

The following programs identify actions the City will take to make sites available during 2021-2029 with respect to land use and development standards and services/facilities to accommodate the City's share of regional housing need for each income level. The programs also address identified housing issues in Santa Fe Springs and approaches to meet State law housing requirements.

Program 1: Home Improvement Rebate Program

Pursue outside funding, such as CDBG or other viable financial sources, to support re-initiation of the Home Improvement Rebate Program. Re-evaluate program guidelines in light of funding constraints to ensure an effective program. Seek to assist a minimum of 16 lower income households. Additionally, work with non-profit organizations to obtain financial assistance to rehabilitate dwellings owned or rented by lower-income households.

- » *Funding Source: CDBG or other sources*
- » *Responsible Party: Planning and Development Department*
- » *Quantified Objective: 2 rehabilitated housing units per year*
- » *Timeframe: Re-initiate program in 2022*

Program 2: Property Maintenance Program

The City's Property Maintenance Ordinance establishes minimum standards for exterior property maintenance. Property owners whose properties are not in compliance with the Ordinance are notified in writing and given a reasonable amount of time to bring the property into compliance. The City will continue to provide code violators with information regarding available rehabilitation programs to assist in completing repairs to properties.

- » *Funding Source: Police Services Department budget*
- » *Responsible Party: Code Enforcement*
- » *Quantified Objective: 80 residential Code Enforcement inspections annually*
- » *Timeframe: Ongoing*

Program 3: Sale of HARP Properties

HARP (Housing Acquisition and Rehabilitation Lottery program) is designed both to upgrade the housing stock and increase homeownership among the City's low- and moderate-income households. The City will transfer ownership of HARP properties to a nonprofit for development with first-time homebuyer (Santa Fe Springs resident).

- » *Funding Source: Successor Agency Housing Assets*
- » *Responsible Party: Planning and Development Department*
- » *Quantified Objective: Seek to provide one moderate income development*
- » *Timeframe: Ongoing*

Program 4: Homebuyer Assistance Programs

As a small city, Santa Fe Springs does not have the financial resources to directly offer any homebuyer assistance programs. However, Santa Fe Springs residents are eligible to participate in several County and State programs, including the County Homeownership Program (HOP), Southern California Home Financing Authority (SCHFA), and Mortgage Credit Certificate (MCC):

- **County Homeownership Program (HOP).** The Los Angeles County Community Development Commission (CDC) administers the HOP Program, offering up to \$60,000 in deferred payment, 0 percent loans for down payment and closing cost assistance for low income (80% MFI) first-time homebuyer households. The HOP Program is funded using federal HOME funds, and is available for existing, new construction, approved short sales and real estate owned (REO) properties. Santa Fe Springs is a participating jurisdiction in the HOP program and has for-sale housing stock which falls within the sales price maximums. This program can be used in conjunction with the Mortgage Credit Certificate (MCC), or the Southern California Home Financing Authority (SCHFA) Program.



- **Southern California Home Financing Authority (SCHFA).** Southern California Home Financing Authority (SCHFA) is a joint powers authority between Los Angeles and Orange Counties to create first-time homebuyer programs for low- to moderate-income households. The single-family mortgage revenue bond program offered by SCHFA provides 30 year, below-market fixed rate mortgage loans and a grant for down payment and closing costs assistance. The program is administered by the Los Angeles County Community Development Commission (CDC) and the Public Finance Division of the County of Orange. SCHFA does not lend money directly to homebuyers. Homebuyers must work directly with a participating lender.
- **Mortgage Credit Certificate (MCC).** The MCC program provides an annual federal income tax credit of up to 15 percent of the mortgage interest paid for first-time homebuyers. The program helps first-time homebuyers qualify for a loan by allowing the lender to reduce the housing expense ratio by the amount of the tax savings.

The City will advertise these three programs through flyers, the City’s website, social media, and other methods than can most effectively reach targeted residents. The materials will be provided in English and languages other than English.

- » *Funding Source: Planning and Development Department budget*
- » *Responsible Party: Planning and Development Department*
- » *Timeframe: Update advertising materials by 2022*

Program 5: Affordable Housing Assistance

To encourage and facilitate affordable housing development in Santa Fe Springs—including housing for extremely low-, very low-, and low-income households—the City will provide the following incentives to private developers along with information regarding the availability of funding through federal and State housing assistance:

1. Work with developers to increase the supply of new housing for all income groups and special needs. Examples may include prioritizing staff time to process permits for units affordable to lower-income households; providing technical assistance in applying for government financing (e.g., HOME funds); concessions and incentives, using General Funds to offset City development fees; and providing preliminary staff review of development proposals at no cost to developers.
2. Provide, when possible, developer incentives such as expedited permit processing and developer impact fee deferrals for units that are affordable to lower-income households, including extremely low-income households. The City will promote these incentives to developers on the City’s website and during the application process.
3. Encourage provision of affordable housing in the vicinity of transit through the designation of mixed use and multifamily sites near the existing and planned transit stations by allowing higher building intensities, reduced parking requirements, reduced set-back and yard requirements, increased building height, and greater floor-area ratios.
4. Provide fee underwriting, fee deferral, and/or permit fast-tracking for projects that include housing affordable to lower income households, prioritizing projects that include units affordable to extremely low-income households.
 - » *Funding Source: Planning and Development Department budget*
 - » *Responsible Party: Planning and Development Department*
 - » *Quantified Objective: Assist 3 affordable housing projects*
 - » *Timeframe: Ongoing*

Program 6: Residential Sites Inventory and Monitoring of No Net Loss

Santa Fe Springs is almost entirely developed. Future residential development will largely rely upon the



redevelopment of nonvacant properties, particularly along the City's major corridors and around transit stations, where mixed use development is permitted. Given the City's small size, Santa Fe Springs is able to monitor the status of potential sites and will continue to provide sites information to interested developers. To ensure that the City monitors its compliance with SB 166 (No Net Loss), the City will develop a procedure to track:

- Unit count and income/affordability assumed on parcels included in the sites inventory
- Actual units constructed and income/affordability when sites are developed
- Net change in capacity and summary of remaining capacity in meeting remaining Regional Housing Needs Allocation (RHNA)

The Planning Division will be responsible for preparing an Annual Progress Report for review by the public, City decision-makers, and submittal to the State Housing and Community Development Department.

- » *Funding Source: Planning and Development Department budget*
- » *Responsible Party: Planning and Development Department*
- » *Quantified Objective: Provide adequate sites to accommodate the City's entire RHNA allocation of 952 units (253 very low income; 159 low income; 152 moderate income; and 388 above moderate income).*
- » *Timeframe: Ongoing; annual assessment of status of housing sites inventory as part of the Housing Element annual reporting process to the State*

Program 7: Accessory Dwelling Units (ADUs)

ADUs represents an important affordable housing option for lower- and moderate-income households. The State has passed multiple bills since 2017 to remove constraints to the development of ADUs (including AB 587, AB 671, AB 68, and SB 13, among others). The City will pursue several strategies to promote ADU production:

- Prepare pre-approved ADU design templates, available at no charge to applicants, tailored to

meet the specific zoning and building standards. Use of these free design templates by a potential homeowner would ensure that the proposed ADU meets most, if not all, required standards at the outset of the development process, minimizing and streamlining the review process and reducing time and cost.

- Promote development of ADUs by providing written information at the City's planning counter and on the City's website.
- Monitor ADU permit applications and approvals through the Housing Element Annual Progress Report process; identify and implement additional incentives or other strategies, as appropriate, to ensure adequate sites during the planning period.
- Consider establishing an ADU "amnesty" program, to allow existing unpermitted units to come up to code standards without penalty, helping to preserve accessory units.

- » *Funding Source: Planning and Development Department budget*
- » *Responsible Party: Planning and Development Department*
- » *Quantified Objective: 125 units (this objective is a subset of and not in addition to the Quantified Objective for Program 6: Residential Sites Inventory and Monitoring of No Net Loss)*
- » *Timeframe: Within two years of Housing Element adoption; annual monitoring*

Program 8: Healthy and Sustainable Living Environment

The City will encourage and facilitate energy conservation and building design strategies to help residents minimize energy-related expenses and impacts from transportation corridors and industrial uses. Actions may include:

- Continued implementation of environmental conservation plans and policies that foster multi-modal transportation systems, reduce greenhouse gas emissions, implement Low Impact Development standards, promote water conservation, and encourage habitat conservation



- Promoting environmentally sustainable building practices that provide cost savings to homeowners and developers, including advertising utility rebate, weatherization, and energy audit programs through private utilities and the State
- Providing informational material at the Planning and Development Department counters from Southern California Edison and others that detail energy conservation measures for new and existing buildings, the benefits of the Green Building Code, and resources to assist lower-income households with energy-related expenses
- Continuing to enforce the State energy standards of the California Green Building Code
- Targeting housing units within 1,000 feet of freeways, railways, major arterials, and distribution centers, to encourage building design strategies to limit air pollution, including but not limited to installing double glazed windows, use of MERV 13 filters with HVAC systems, and maximizing exterior wall insulation to limit air and noise pollution
 - » *Funding Source: Planning and Development Department budget*
 - » *Responsible Party: Planning and Development Department*
 - » *Timeframe: Ongoing; updated energy conservation information available one year after adoption of the Housing Element*

Program 9: Section 8 Rental Assistance Program

The Los Angeles County Development Authority (LACDA) administers the Section 8 Program on behalf of the City of Santa Fe Springs. The Section 8 program extends rental subsidies to very low-income households (50 percent AMI), including families, seniors, and persons with disabilities. The program offers a voucher that pays the difference between the current fair market rent as established by the U.S. Department of Housing and Urban Development (HUD) and what a tenant can afford to pay (i.e., 30 percent of household income). The voucher allows a tenant to choose housing that costs above the payment standard, providing the tenant pays

the extra cost beyond the voucher amount. The City's role is to refer eligible residents to LACDA.

- » *Funding Source: HUD Section 8 allocation*
- » *Responsible Party: Los Angeles County Development Authority (LACDA)*
- » *Quantified Objective: Promote the use of the Section 8 Program with the goal of maintaining at least the current level of assistance (219 voucher holders)*
- » *Timeframe: Continue to promote the Section 8 Program to residents and property owners through dissemination of brochures at public counters, providing information on the City's website, and referring residents and property owners to the LACDA*

Program 10: Preservation of Assisted Rental Housing

Continue or undertake the following activities during the Housing Element planning period to guard against the loss of housing units available to lower-income households. The efforts listed below represent a varied strategy to mitigate potential loss of at-risk units due to conversion to market-rate units.

1. Monitor the status of subsidized affordable projects that are at risk of conversion to market rate.
2. Establish contact with public and non-profit agencies interested in purchasing and/or managing units at-risk to inform them of the status of such projects.
3. Provide technical assistance to owners and non-profit housing corporation buyers of existing subsidized low-income housing complexes that are at risk of conversion to market rate to extend subsidy contracts and/or find government financing (e.g., HOME funds) for acquisition.
4. If conversion of a subsidized complex to market rate becomes likely, the City will work with tenants of at-risk units and provide them with education regarding tenant rights and conversion procedures. The City will also provide tenants in at-risk projects information



regarding Housing Choice Voucher (Section 8) rent subsidies through the Housing Authority, and other affordable housing opportunities in the City.

Santa Fe Springs contains one project at risk of conversion to market rate during the 2021-2029 planning period: Villa Verde (34 units). This project is considered a high conversion risk due do the affordability ending in 2022. This project does not have a known overlapping subsidy that would extend affordability and is not owned by a large/stable non-profit, mission-driven developer.

- » *Funding Source: Planning and Development Department budget*
- » *Responsible Party: Planning and Development Department*
- » *Quantified Objective: Conserve 34 units*
- » *Timeframe: Contact owners/operators annually and ongoing*

Program 11: Zoning Code Revisions

In concert with Housing Element adoption, or pursue shortly thereafter those measures not required to create zoning capacity to achieve the RHNA, to accomplish the following:

1. Mixed-use and transit-oriented development are important strategies in the Santa Fe Springs General Plan to increase housing choices (including affordable housing), concentrate higher density projects adjacent to planned and existing transit stations and around the planned Downtown area, support economic activity, and improve the walkability of an area. To achieve these benefits, the City will create new mixed-use zones and apply those zones to the zoning map to achieve consistency with the General Plan. The new zones will be: Mixed Use-Downtown, Mixed Use, and Mixed Use-Transit Oriented Development (TOD).
2. Evaluate and revise the zoning regulations to include parking standards and policies that reflect the actual parking needs of different types of affordable housing and transit-oriented-development. For clarity to housing developers,
 3. review guest parking standards and revise as appropriate.
 4. Modify the standards of the R-3 zoning district to allow up to 25 dwelling units per acre and allow three-story buildings.
 5. Modify the Zoning Code definition of "family" to ensure it does not exclude allowed uses and is inclusive/nondiscriminatory.
 6. Ensure compliance with the Supportive Housing Streamlining Act (AB 2162) and AB 101 (Low-Barrier Navigation Centers). AB 2162 requires supportive housing to be considered a use by right in zoning districts where multifamily and mixed uses are permitted, including nonresidential zoning districts permitting multifamily uses if the proposed housing development meets specified criteria. If located within one-half mile of any public transit stop, no minimum parking requirements may be imposed. Review of applications for supportive housing must be completed within 60 days after the application is deemed complete for a project with 50 or fewer units, or within 120 days after the application is complete for a project with more than 50 units.
 7. Review the Development Approval Permit process and adjust as necessary to allow for ministerial approval for projects consistent with future codified objective design standards.
 8. Annually monitor the effectiveness of these zoning amendments and make modifications as necessary to address constraints and encourage the development of a variety of housing types.
 - » *Funding Source: Planning and Development Department budget*
 - » *Responsible Party: Planning and Development Department*
 - » *Timeframe: New mixed-use zones and R-3 zone regulations in parallel with Housing Element adoption; within two years of Housing Element adoption for other amendments*



Program 12: Density Bonus

Review the existing density bonus ordinance that establishes procedures to ensure compliance with Government Code §65915. Evaluate the density bonus procedural requirements to ensure financial feasibility to facilitate affordable housing development and provide flexibility. Promote the use of density bonus incentives and provide technical assistance to developers in utilizing density bonus for maximize feasibility and meet local housing needs.

- » *Funding Source: Planning and Development Department budget*
- » *Responsible Party: Planning and Development Department*
- » *Timeframe: Within two years of Housing Element adoption; ongoing for promotion*

Program 13: CEQA Exemptions for Infill Projects

Continue to utilize allowable California Environmental Quality Act (CEQA) exemptions for qualified urban infill and other residential projects, including mixed-use infill sites adjacent to transit stations, where site characteristics and an absence of potentially significant environmental impacts allow. Use of the CEQA exemption must be consistent with the environmental review of individual projects.

- » *Funding Source: Planning and Development Department budget*
- » *Responsible Party: Planning and Development Department*
- » *Timeframe: Ongoing*

Program 14: Objective Design Standards

Adopt objective design standards to ensure that the City can provide local guidance on design and standards for by-right projects as allowed by State law. Adoption of objective design standards will facilitate high-quality residential development and compliance with state objectives. The objective design standards will ensure provision of adequate private open space, parking, and related features, as well as architectural design, consistent with State law (SB 35).

- » *Funding Source: Planning and Development*

Department budget and where applicable, grant, or other funding sources

- » *Responsible Party: Planning and Development Department*
- » *Timeframe: Within two years of Housing Element adoption*

Program 15: Inclusionary Housing Ordinance

Adopt an inclusionary housing ordinance requiring residential rental housing developments to include a specified percentage of affordable units as a condition of development. Conduct an economic feasibility study to determine the percentage of units that are required to be affordable and 2) whether the inclusionary housing ordinance, if enacted, would unduly constrain or discouraging the private market development of housing in the City.

- » *Funding Source: Planning and Development Department budget and where applicable, grant or other funding sources*
- » *Responsible Party: Planning and Development Department*
- » *Timeframe: Within three years of Housing Element adoption*

Program 16: Affirmatively Further Fair Housing

Promote affirmatively further fair housing opportunities and promote housing for all persons, including those protected by the California Fair Employment and Housing Act and any other State and federal fair housing and planning laws. The City will:

1. Promote public awareness of federal, State, and local regulations regarding equal access to housing. Provide information to the public on various State and federal housing programs and fair housing law. Maintain referral information on the City's web site and at a variety of other locations such as community and senior centers, local social service offices, and other public locations including City Hall the City Library.
2. Refer residents involved in housing related civil disputes such as landlord/tenant disputes



and housing discrimination complaints to the California Department of Fair Employment and Housing, Los Angeles County Housing Resource Center, The Housing Rights Center, Neighborhood Legal Services of Los Angeles County, and Inner City Law Center.

3. Ensure that all development applications are considered, reviewed, and approved without prejudice to the proposed residents, contingent on the development application's compliance with all entitlement requirements.
4. Evaluate all proposed amendments to the General Plan's Land Use Map and the Zoning Map for their effect on the City's policy of integrating diverse housing opportunities in each neighborhood or planning area.
5. Accommodate persons with disabilities who seek reasonable waiver or modification of land use controls and/or development standards pursuant to procedures and criteria set forth in the Municipal Code.
6. Use local permitting and approval processes to ensure all new multifamily construction meets the accessibility requirements of the federal and state fair housing acts.
7. Pursue funding and target neighborhoods of concentrated poverty for investment in rehabilitation, parks, transit, and active transportation. Ensure economic development plans reflect the needs of lower-opportunity neighborhoods.

» *Funding Source: Planning and Development Department budget*

» *Responsible Party: Planning and Development Department*

» *Timeframe: Ongoing*

Program 17: Social Service Programs for Special Needs Groups

Maintain a proactive social service program and augment with additional programs as deemed appropriate by the Social Services and Senior Citizen Advisory Committees.

The Gus Velasco Neighborhood Center and Betty Wilson Senior Center offer numerous social service programs for seniors, families, and other special needs groups. These programs include the following:

- **Housing Referral.** The Neighborhood Center Program Coordinator maintains contact with the managers of the assisted housing developments in Santa Fe Springs and assists households in housing placement. If necessary, applicants are referred to the County Housing Authority for placement on the Section 8 waiting list for rental assistance.
- **Emergency Rental Assistance.** The City provides emergency rental or financial assistance to families experiencing extreme hardship.
- **Emergency Shelter Referral:** Referrals are made to the Salvation Army and other local shelters for emergency overnight accommodations. In emergency situations, the City may provide a voucher for overnight shelter in a local motel.
- **Daily Nutrition Program.** The Southeast Area Social Services Funding Authority provides seniors with daily hot lunches at the Neighborhood Center. Home delivered meals are also available for qualifying seniors aged 60 and over.
- **Adult Day Care.** Trained volunteers visit homebound seniors, as well as provide transportation to and from the senior center where a variety of activities are available.
- **Food Programs.** Food pantry and food vouchers for low-income households.
- **Children Services Program.** Morning and afternoon day care is subsidized based on a sliding income scale. Preschool is also provided at a subsidized rate.
- **Employment Services.** Information and referral, as well as job training.
- **Community Psychologist.** A licensed psychologist is available to City residents for crises intervention involving family or domestic.



- » *Funding Source: Community Services Department budget*
- » *Responsible Party: Community Services Department*
- » *Timeframe: Ongoing*

- » *Funding Source: General Fund*
- » *Responsible Party: City Manager's office; Planning and Development Department*
- » *Timeframe: Initiation conversations in FY 2021-2022*

Program 18: Housing Opportunities for Persons Living with Disabilities

Continue to support a variety of housing types to help address the diverse needs of persons living with disabilities, and work with the Eastern Los Angeles Regional Center (ELARC) to publicize information on available resources for housing and services. Evaluate the use of State and Federal funds available for supportive housing and services in conjunction with future affordable housing developments, and coordinate with affordable housing developers to apply for funds at least once during the planning period.

- » *Funding Source: Planning and Development Department budget*
- » *Responsible Party: Planning and Development Department*
- » *Timeframe: Ongoing*

Program 19: Residential Rental Inspection

Revisit the Residential Rental Inspection program put on hold during the COVID-19 pandemic and determine whether the program should be continued. Evaluate its effectiveness on achieving goals of improving housing conditions and whether the program is applied fairly and equitably.

- » *Funding Source: Fire Department budget*
- » *Responsible Party: Fire Department*
- » *Timeframe: Within two years of Housing Element adoption*

Program 20: State-owned Surplus Properties

Seek housing developers for State-owned sites in Santa Fe Springs expected to be declared surplus properties available for sale. To facilitate this process, work with the California Department of Transportation and other State agencies responsible for disposition of surplus California Highway Patrol properties.



Quantified Objectives

Table H-27 summarizes the City’s quantified objectives for the 2021-2029 planning period by income group as required by law.

Table H-27: 2021-2029 Quantified Objectives

Objectives*	Income Levels				Total
	Extremely/ Very Low	Low	Moderate	Above Moderate	
RHNA	253	159	152	388	952
Construction	164	111	152	195	622
Rehabilitation		16	--	--	16
Housing Assistance (Housing Choice Voucher Program)		219	--	--	219
Conservation (At-Risk Housing)		34	--	--	34

*Note: The City of Santa Fe Springs is not responsible for the actual construction of these units. The City is, however, responsible for creating a regulatory environment in which the private market could build these units. This includes the creation, adoption, and implementation of General Plan policies, zoning standards, and/or incentives to encourage the construction of various types of units.

The Construction Objective represents the City’s remaining (after counting as credit the units with approved or issued permits and proposed projects) 2021-2029 RHNA of 952 units. The Rehabilitation Objective represents objectives for the Housing Rehabilitation program. The Housing Assistance objective refers to maintenance of the current level of assistance through the Section 8 Program (Housing Choice Voucher Program) from the Los Angeles County Development Authority. The Conservation objective refers to conservation of at-risk units through 2029.



2014-2021 HOUSING ELEMENT PROGRAM ACCOMPLISHMENTS

This chapter analyzes program performance from the 2014-2021 Housing Element. State law (California Government Code Section 65588[a]) requires each jurisdiction to review its Housing Element as frequently as appropriate and evaluate:

1. The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal
2. The effectiveness of the Housing Element in attainment of the community’s housing goals and objectives
3. Progress in implementation of the Housing Element

This evaluation provides valuable information regarding the effectiveness of programs in achieving stated objectives and whether these programs continue to

be relevant to addressing current and future housing needs in Santa Fe Springs. The evaluation provides the basis for recommended modifications to policies and programs and the establishment of new housing objectives. Following the evaluation table, the quantified objective performance is summarized.

Table H-28 summarizes the quantified objectives for the 2014-2021 Housing Element and compares the City’s progress toward fulfilling these objectives. The City recognizes that it had limited resources to address the varied affordable housing needs in the community. As part of the 2014-2021 Housing Element, the City established a set of quantified objectives for housing construction, rehabilitation, and conservation.

Table H-29 summarizes the 2014-2021 Housing Element program objectives and accomplishments and whether the program is appropriate to continue in the 2021-2029 Housing Element.

Table H-28: Summary of 2014-2020 Quantified Objectives and Progress

Objectives	Income Levels					Total
	Extremely Low	Very Low	Low	Moderate	Above Moderate	
New Construction Objectives						
Goal		82	37	53	139	324
Progress		--	13	--	221	234
Rehabilitation Objectives						
Goal	--	20	80	--	--	100
Progress	--	--	--	--	--	--
Conservation Objectives						
Goal	78	78	--	--	--	156
Progress	--	--	--	--	--	--



Table H-29: Review of Past Accomplishments

2014-2021 Housing Element Program	Progress and Continued Appropriateness
Housing Maintenance and Rehabilitation Programs	
<p>Program 1: Home Improvement Rebate Program</p> <p>The City offers a Home Improvement Rebate Program, helping over 6,000 low- and moderate-income homeowners with rebates since 1978.</p> <p>Objective: Pursue outside funding, such as CDBG or Redevelopment Housing Asset Funds, to support re-initiation of the Home Improvement Rebate Program. Re-evaluate program guidelines in light of funding constraints to ensure an effective program. Seek to assist a minimum of 100 lower income households.</p>	<p>Given funding constraints, the City has not re-initiated the program and has been re-evaluating the viability of the program over the long term.</p> <p>Continued Appropriateness:</p> <p>Property maintenance and home improvement are important City goals. Despite limited funding availability, this program remains in the Housing Element with modified objectives in the event grants or alternative funding sources become available in the future.</p>
<p>Program 2: Property Maintenance Program</p> <p>The City’s Property Maintenance Ordinance establishes minimum standards for exterior property maintenance. Code violators are also provided with information regarding available rehabilitation programs to assist in completing repairs to the property.</p> <p>Objective: Provide for continued monitoring and sensitive enforcement of the Property Maintenance Ordinance. Provide information to code violators regarding available rehabilitation assistance.</p>	<p>Code Enforcement staff actively work to eliminate unsightly, unhealthy, and undesirable conditions in the City by investigating and enforcing code violations in response to resident’s complaints, observations by staff, and referrals from other City departments and City officials. Compliance is accomplished by cooperation and education of the public. The City has two full-time Code Enforcement officers as of 2021.</p> <p>Continued Appropriateness:</p> <p>Property maintenance and healthy living conditions are important City goals; this program remains in the Housing Element with modified objectives.</p>
<p>Program 3: Residential Rental Inspection Program</p> <p>The City inspects rental properties on an annual basis as well as prior to re-occupancy when a change in tenancy occurs to assure that all units remain in compliance with the Uniform Building Code and other state and local codes relating to zoning, health, safety, and property maintenance.</p> <p>Objective: Continue the annual inspection of rental units</p>	<p>The Residential Rental Inspection Program was suspended in February 2016.</p> <p>Continued Appropriateness:</p> <p>Revisit the Residential Rental Inspection program and determine whether the program should be continued.</p>



2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Home Ownership Assistance Programs</p> <p>Program 4: Sale of HARP Properties</p> <p>HARP (Housing Acquisition and Rehabilitation Lottery program) is designed to both upgrade the housing stock and increase homeownership among the City’s low- and moderate-income households. Under this program, the City purchases vacant land or existing substandard homes, and either builds a new house or completely rehabilitates the existing dwelling. The City then sells the home to a qualified low- or moderate-income family.</p> <p>Objective: Transfer ownership of HARP properties to a non-profit for development with first-time homebuyer units. Seek to provide two moderate income units.</p>	<p>In January 2019, the HARP home at 9735 Bartley Avenue was sold at an affordable price to a very low-income household. The City will work with a non-profit developer to develop affordable housing on the last remaining HARP parcel at 9257 Millergrove Drive and make it available to a City resident and first-time homebuyer. The property at 9257 Millergrove Drive is still vacant and undeveloped. The City still plans to construct a home at 9257 Millergrove Drive.</p> <p>Continued Appropriateness:</p> <p>This program will continue.</p>
<p>Program 5: County Homeownership Program (HOP)</p> <p>The Los Angeles County Community Development Commission (CDC) administers the HOP Program, offering down payment and closing cost assistance for low income (80% MFI) first-time homebuyer households.</p> <p>Objective: Advertise the availability of the HOP Program in the City’s newsletter and on the City’s website, along with the schedule of the County’s bilingual first-time homebuyer seminars.</p>	<p>The City provides a description of the HOP program on its website, along with a link to the County LACDC program with application information and dates for homebuyer seminars. The City also distributes and makes available a handout.</p> <p>Continued Appropriateness:</p> <p>Homeownership is an important City goal; this program remains in the Housing Element with modified objectives.</p>



2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Program 6: Southern California Home Financing Authority (SCHFA)</p> <p>Southern California Home Financing Authority (SCHFA) is a joint powers authority between Los Angeles and Orange Counties to create first-time homebuyer programs for low- to moderate-income households. The program is administered by the Los Angeles County Community Development Commission (CDC).</p> <p>Objective: Advertise the availability of the SCHFA single-family bond program in the City’s newsletter and on the City’s website, along with a listing of participating MCC lenders.</p>	<p>The City provides a description of the SCHA program on its website, along with a link to the County LACDC program application information.</p> <p>Continued Appropriateness:</p> <p>Homeownership is an important City goal; this program remains in the Housing Element with modified objectives.</p>
<p>Program 7: Mortgage Credit Certificate (MCC)</p> <p>The MCC program provides an annual federal income tax credit of up to 15 percent of the mortgage interest paid for first-time homebuyers. The program helps first-time homebuyers qualify for a loan by allowing the lender to reduce the housing expense ratio by the amount of the tax savings.</p> <p>Objective: Advertise the availability of the MCC Program in the City’s newsletter and on the City’s website, along with a listing of participating MCC lenders.</p>	<p>The City provides a description of the MCC program on its website, along with a link to the County LACDC website with program application information. The City makes available a handout that provides more information on this program.</p> <p>Continued Appropriateness:</p> <p>Homeownership is an important City goal; this program remains in the Housing Element with modified objectives.</p>



2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Housing Development Programs/Provisions of Sites</p> <p>Program 8: Affordable Housing Development Assistance</p> <p>Santa Fe Springs’ Housing Successor Agency owns two housing sites (APNs: 8011-11-906; 8011-11-907; 8011-11-912) originally purchased with Low/Mod Housing Funds and recently rezoned R-3-PD with minimum 20 unit/acre densities. Designating these sites with a Planned Development (PD) Overlay allows a slightly higher residential density and flexible development standards, providing an effective regulatory mechanism to facilitate affordable housing development.</p> <p>Objective: Enter into a development agreement(s) for development of a 4.7-acre site with affordable housing, with particular emphasis on family housing. Provide a land write-down and flexible development standards to enhance affordability and waive Planning Department application fees for projects with a minimum 10% extremely low-income units. Seek to achieve a minimum of 100 affordable units on these two sites.</p>	<p>In March 2021, the City approved a sales and purchase agreement with the Richman Group of California development company to build 102 affordable housing units (89 targeted for very low-income households, 12 low-income households, and one above moderate caretaker unit). Additionally, the City also approved a sales and purchase agreement with The Whole Child to build 19 (18 affordable housing units targeted for low-income households and one caretaker unit) units.</p> <p>Continued Appropriateness:</p> <p>The preservation of affordable housing is an important goal for the City. However, without available land and financial resources, the City is finding it difficult seeking housing developers to build affordable housing units targeting the very low- and low-income households. Because this program targeted two specific sites and those sites have active development applications, the program is no longer appropriate.</p>



2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Program 9: Housing Element Monitoring/Annual Report</p> <p>The Planning Department is responsible for establishing the regular monitoring of the Housing Element and preparing an Annual Progress Report for review by the public, City decision-makers and submittal to State HCD. Completion of the Annual Report is required for the City to maintain access to State housing funds.</p> <p>Objective: Review the Housing Element annually and provide opportunities for public participation, in conjunction with the submission of the City’s Annual Progress Report to the State Department of Housing and Community Development (HCD) by April 1st of each year. Conduct ongoing monitoring of the sites inventory to ensure adequate capacity to address the City’s RHNA needs. Should a potential shortfall be identified, redesignate additional sites as necessary. Monitor redevelopment of R-3 sites, and add a PD overlay as appropriate.</p>	<p>The City updates and submits its Annual Progress Report to HCD as required.</p> <p>Continued Appropriateness:</p> <p>Monitoring and reporting are required by law. This program will be continued and modified to include objectives pertaining to tracking to ensure no net loss of sites during the planning period.</p>
<p>Program 10: Second Dwelling Unit Program</p> <p>An accessory dwelling unit (second unit) is a self-contained living unit with cooking, eating, sleeping, and full sanitation facilities, either attached to or detached from the primary residential unit on a single lot.</p> <p>Objective: Through implementation of the City’s second unit ordinance, provide additional sites for the provision of rental housing. Based on past trends, seek to achieve at least three new second units during the planning period.</p>	<p>In June 2020, the City amended Section 155.644 (Accessory Dwelling Units) of the Santa Fe Springs Municipal Code to reflect State law regarding ADUs. The City issued building permits for 10 ADUs second dwelling units in 2019, the most applications ever received and twice as many as the prior year. A March 2020 rent survey of 10 guest houses and studio apartments for rent in Santa Fe Springs and surrounding communities identified monthly rents ranging from \$950 - \$1,450, within the maximum affordable housing cost of \$1,461 for a single-person, low-income household.</p> <p>Continued Appropriateness:</p> <p>The City considers ADUs an asset in terms of affordable housing in single-family residential neighborhoods. The program has been strengthened and the objectives for new construction increased.</p>



2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Program 11: Sustainability and Green Building</p> <p>Green buildings are structures that are designed, renovated, re-used or operated in a manner that enhances resource efficiency and sustainability. These structures reduce water consumption, improve energy efficiency, generate less waste, and lessen a building’s overall environmental impact. As a means of encouraging energy conservation among its residents, the City will advertise utility rebate, weatherization and energy audit programs available through private utilities and the State.</p> <p>Objective: Provide outreach and education to developers, architects and residents on the CALGREEN code, and ways to incorporate sustainability into project design and in existing structures. Advertise energy conservation programs at City Hall, on the City’s website, and in conjunction with the City’s residential rebate program.</p>	<p>The City website provides information on CALGREEN, along with links to websites with sustainability tips and resources, including information about recycling, proper disposal of electronic waste, and energy and water conservation rebates. The City makes available a handout that provides more information on this program.</p> <p>Continued Appropriateness:</p> <p>Sustainability and green building approaches are important City goals; and this program remains in the Housing Element with strengthened language and modified objectives.</p>
<p>Conservation of Affordable Housing</p>	
<p>Program 12: Section 8 Rental Assistance Program</p> <p>The Section 8 program extends rental subsidies to extremely low- and very low-income households, providing a voucher to pay the difference between the fair market rent (FMR) as established by HUD and what a tenant can afford to pay (i.e., 30% of household income).</p> <p>Objective: Continue to participate in the Section 8 program administered by Los Angeles Development Authority (LACDA), (formerly Housing Authority of the County of Los Angeles - HACoLA) and advertise to residents in the City’s quarterly newsletter and through placement of brochures at the Gus Velasco Neighborhood Center and City Hall. Encourage landlords to register units with LACDA and to undergo education on the Section 8 program in conjunction with the City’s annual Rental Inspection Program.</p>	<p>The City provides a description of the Section 8 program on its website, along with a link to the program on the HaCoLA website with program application information. As of February 2020, HaCoLA reported a total of 219 Santa Fe Springs households participating in the Section 8 Housing Choice Voucher Program, including four tenants receiving Veterans Assistance vouchers and three tenants receiving Continuum of Care vouchers. The City makes available a handout that provides more information on this program.</p> <p>Continued Appropriateness:</p> <p>Rental assistance remains the most important form of housing assistance for lower-income households. This program is continued in the Housing Element.</p>



2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Program 13: Preservation of Assisted Rental Housing</p> <p>Santa Fe Springs contains two projects at risk of conversion to market rate during the 2014-2021 planning period – Pioneer Gardens and Silvercrest Residences. However, each of these projects is considered at relatively low conversion risk due either to non-profit ownership, or recent debt refinancing.</p> <p>Objective: The following are strategies the City will undertake to work towards preservation of its 156 units of at-risk rental housing:</p> <ul style="list-style-type: none"> • Monitor At-Risk Units • Rental Assistance • Tenant Education 	<p>These two projects remain at risk, as active efforts have not yet been made to extend the affordability covenants.</p> <p>Continued Appropriateness:</p> <p>Because these projects continue to be at risk during the 2021-2029 planning period, this program is continued in the Housing Element.</p>
<p>Zoning Ordinance Revisions</p> <p>Program 14: Zoning Ordinance Revisions</p> <p>As part of the Housing Element governmental constraints analysis, several revisions to the Santa Fe Springs Zoning Code have been identified as appropriate to better facilitate affordable housing and the provision of a variety of housing types.</p> <p>Objective: Amend the zoning ordinance in 2013 consistent with SB 2 to make provisions for transitional/supportive housing and emergency shelters, and adopt an updated definition of family. In 2014, amend the Code to make explicit provisions for manufactured housing, community care facilities and SROs, and transitional and supportive housing within PD zones.</p>	<p>In 2017, the City amended Chapter 155 (Zoning) to address transitional and supportive housing, definition of “family,” emergency shelters, manufactured housing, small community care facilities, and definition of single room occupancy hotels, pursuant to State and federal housing law.</p> <p>Continued Appropriateness:</p> <p>This program will be updated to remove components that have been completed and address recent State laws that require zoning amendments to accommodate low barrier navigation centers.</p>



2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Program 15: Density Bonus</p> <p>The City is adding Section 155.612 to the Santa Fe Springs Municipal Code to implement State density bonus law, providing a process for applicants of residential projects with five or more units to apply for a density bonus and additional incentive(s)</p> <p>Objective: Adopt and maintain a local density bonus ordinance consistent with state requirements, and advertise on the City’s website.</p>	<p>In 2013, the City amended Chapter 155 (Zoning) to add Section 155.625.1 (Residential Density Bonus/ Affordable Housing Incentives) to induce housing developers to build a portion of their development project housing units that are affordable to very low-, low-, and moderate-income households.</p> <p>Since the adoption of the ordinance, no housing developer has utilized the density bonus provisions.</p> <p>Continued Appropriateness:</p> <p>Without available financial resources, the City is finding it difficult consulting with housing developers to build affordable housing targeting very low- and low-income households and encouraging them to utilize the densit bonus provisions. Programs to target building affordable housing need be kept but also be revised to be viable and create a larger incentive.</p>
<p>Program 16: Fee Deferrals and/or Waivers for Affordable Housing</p> <p>Santa Fe Springs collects various fees from development projects to cover the costs of processing permits and providing services and facilities. While these fees are assessed on a per unit share basis, they are an element in the cost of housing and could potentially constrain the provision of affordable housing. The deferral, reduction or waiver of City fees can lower the production costs of affordable housing.</p> <p>Objective: In conjunction with affordable housing projects, inform developers that fee deferrals, reductions and waivers may be requested as an incentive. By 2014, update the Code to specify the waiver of Planning Department application processing fees for projects with a minimum of 10% Extremely Low-Income units.</p>	<p>The Municipal Code has not been updated to address fee reductions and waivers for affordable housing projects.</p> <p>Continued Appropriateness:</p> <p>This program was not used between 2014 and 2021 and the City does not anticipate using it during the current Housing Element cycle. The City will focus on amending the Density Bonus Ordinance to ensure feasibility for assisting developments that include affordable housing.</p>



2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Program 17: CEQA Exemptions for Infill Projects</p> <p>Santa Fe Springs will continue to utilize allowable California Environmental Quality Act (CEQA) exemptions for qualified urban infill and other residential projects where site characteristics and an absence of potentially significant environmental impacts allow.</p> <p>Objective: Continue to utilize categorical exemptions under CEQA on a case-by-case basis as appropriate based on the facts and circumstances of individual residential and mixed-use infill development projects.</p>	<p>The City has not utilized a CEQA exemption for infill projects.</p> <p>Continued Appropriateness:</p> <p>As State law provides specific requirements for CEQA exemptions for infill projects, the City will continue this program with modified language.</p>
<p>Equal Housing Opportunities and Special Needs</p> <p>Program 18: Zoning for Small Employee Housing</p> <p>California Health and Safety Code Section 17021.5 (Employee Housing Act) requires any employee housing providing accommodations for six or fewer employees to be deemed a single-family structure with a residential land use designation.</p> <p>Objective: Within two years of adoption of the Housing Element, amend the Zoning Ordinance consistent with the Employee Housing Act (H&S 17021.5) to permit employee housing for six or fewer employees as a single-family structure.</p>	<p>The City's Zoning Code provides zoning for small employee housing, consistent with the Employee Housing Act. This program was accomplished.</p> <p>Continued Appropriateness:</p> <p>This program was completed completed, but will be modified pursuant to changes in State law.</p>



2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Program 19: Fair Housing Programs</p> <p>A variety of housing-related services are offered through the City of Santa Fe Springs Gus Velasco Neighborhood Center for Social Services. Legal counseling on housing matters is provided, including review of leases, fair housing matters, and landlord-tenant disputes. Where necessary, fair housing cases are referred to the Long Beach Fair Housing Foundation.</p> <p>Objective: Promote the fair housing program through advertisements in the City’s quarterly newsletter (mailed to every household in Santa Fe Springs), as well as through program brochures placed at City Hall and the Gus Velasco Neighborhood Center.</p>	<p>Between 2014 and 2021, the City has partnered with the Long Beach Fair Housing Foundation to provide fair housing services to Santa Fe Springs residents. This program is advertised in City’s quarterly newsletter and at the Gus Neighborhood Community Center.</p> <p>Continued Appropriateness:</p> <p>Fair housing programs are critical to ensuring equal access to housing for all persons. This program remains in the Housing Element with modified objectives.</p>
<p>Program 20: Social Service Programs for Special Needs Groups</p> <p>Continue to provide social services and programs targeting special needs groups.</p> <p>Objective: Maintain a proactive social service program and augment with additional programs as deemed appropriate by the Social Services and Senior Citizen Advisory Committees.</p>	<p>The Gus Velasco Neighborhood Center and Betty Wilson Senior Center offer numerous social service programs for seniors, families, and other special needs groups. These programs include the following:</p> <ul style="list-style-type: none"> • Housing Referral • Emergency Rental Assistance • Emergency Shelter Referral • Daily Nutrition Program • Adult Day Care • Food pantry and food vouchers • Children Services Program • Employment Services • Community Psychologist <p>Continued Appropriateness:</p> <p>This program will be updated to remove components that have been completed and address recent State laws that require zoning amendments to accommodate low barrier navigation centers.</p>



2014-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Program 21: Reasonable Accommodation</p> <p>Pursuant to Senate Bill 520, jurisdictions are required to analyze constraints to the development, maintenance, and improvement of housing for persons with disabilities and take measures to remove constraints.</p> <p>Objective: Adopt and implement a reasonable accommodation procedure in 2013. Beginning in 2014, inform and educate the public on the availability of the reasonable accommodation procedure through the dissemination of information on the City’s website and at the Planning Department’s public counter.</p>	<p>In 2013, the City amended Chapter 155 (Zoning) to add Section 155.659 (Reasonable Accommodation Procedures for Disabled Persons) to establish a procedure for disabled persons, or their representatives, to request a reasonable accommodation from the City’s zoning laws, building codes, and land use regulations, policies, and procedures to provide disabled persons with an opportunity to use and enjoy housing equal to that of non-disabled persons.</p> <p>Continued Appropriateness:</p> <p>This program was completed and is no longer appropriate for the updated Housing Element.</p>
<p>Program 22: Housing Opportunities for Persons Living with Disabilities</p> <p>The East Los Angeles Regional Center (ELARC) is among 21 regional centers operated by the State Department of Developmental Services to provide services and support for 115 developmentally disabled residents within Santa Fe Springs.</p> <p>Objective: Continue to support a variety of housing types to help address the diverse needs of persons living with disabilities, and work with the ELARC to publicize information on available resources for housing and services. Evaluate the use of State and Federal funds available for supportive housing and services in conjunction with future affordable housing developments, and coordinate with affordable housing developers to apply for funds at least once during the planning period.</p>	<p>The City has placed links on its website to the following resources for housing and services for persons with disabilities: East Los Angeles Regional Center; A Community of Friends; and Corporation for Supportive Housing. The City makes available a handout that provides more information on this program.</p> <p>Continued Appropriateness:</p> <p>Santa Fe Springs supports the provision of housing for its disabled population, including persons with developmental disabilities. This program will be retained,</p>



APPENDIX A: HOUSING ELEMENT COMMUNITY CONTACTS

The Whole Child

10155 Colima Road
Whittier, CA 90603
Constanza Pachon
cpachon@thewholechild.org

Habitat for Humanity Los Angeles

8739 Artesia Boulevard
Bellflower, CA 90706
Robert Dwelle
rdwelle@habitatla.org

Reach

9300 Santa Fe Springs Road
Santa Fe Springs, CA 90670
Phone: (562) 946-0467

Think Together

10349 Heritage Park Drive, Unit #1
Santa Fe Springs, CA 90670
(562) 236-3831

LA Centers for Alcohol and Drug Abuse (LACADA)

Juan Navarro, Executive Director
Bill Tarkanian, Director of Program Development
11015 Bloomfield Avenue
Santa Fe Springs, CA 90670
(562) 906-2676

The Richman Group

7817 Herschel Avenue, Suite 102
La Jolla, CA 92037
Rich Westberg
WestbergR@richmancapital.com

Primestor Development, Inc.

10000 Washington Blvd, Suite 300
Culver City, CA 90232
David Abasta
dabasta@primestor.com

Astani Enterprises, Inc.

9595 Wilshire Boulevard
Beverly Hills, CA 90212
Shane Astani
shane@astanienterprises.com

Melia Homes

8951 Research Drive, Suite 100
Irvine, CA 92618
Chad Brown
chad@melia-homes.com

Storm Properties

23223 Normandie Avenue
Torrance, CA 90501
Jay Ahluwalia
jahluwalia@stormind.com

Jamboree Housing

17701 Cowan Ave, Suite 200
Irvine, CA 92614
(949) 263-8676
Laura Archuleta
larchuleta@jamboreehousing.com



LA YIMBY

andrew@layimby.com

Abundant Housing LA

<https://abundanthousingla.org>

Promenade Villas Homeowners Association

11500 Promenade Drive
Santa Fe Springs, CA 90670

Villages at Heritage Springs Homeowners Association

12300 Heritage Springs Drive
Santa Fe Springs, CA 90670

Little Lake Village Senior Apartments

Lisa Velasquez, Manager
National Community Renaissance (CORE)
10902 Fulton Wells Avenue
Santa Fe Springs, California 90670
(562) 903-1044

Costa Azul Apartments (Senior Apartments)

10829 Fulton Wells Avenue
Santa Fe Springs, CA 90670
(562) 944-4999

Complete Streets

A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of transportation networks.

PUBLIC REVIEW DRAFT

CHAPTER 3

CIRCULATION ELEMENT

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Re-Imagine
Santa Fe Springs

2040 GENERAL PLAN



Telegraph Road

Telegraph Road is one of the busiest roads in Santa Fe Springs with over 44,000 vehicle trips per day.



CIRCULATION ELEMENT

Introduction

Moving around, through, and beyond Santa Fe Springs requires a system of pathways, roadways, freeways, and railways that is convenient and efficient. The industrial businesses that dominate the landscape in the City depend upon these systems to deliver raw materials and bring goods to market. City residents expect the local road network to provide easy and safe connections to work, school, parks, and commercial centers. Residents may opt to ride bikes or walk to local destinations, and mobility networks that accommodate multi-modal forms of travel can allow them to do that. This Circulation Element identifies a network that meets evolving mobility modes and forwards initiatives to improve the health of the environment and Santa Fe Springs residents. In addition to addressing mobility infrastructure, this Element covers other infrastructure that supports a thriving community: water and sewer systems, communications networks, and the energy systems that heat, cool, and power homes and businesses.



Elementary school students participating in a walk to school program.



Foundation for Mobility Planning

The primary goal of transportation planning is to provide efficient, safe travel routes for all mobility modes. The Santa Fe Springs community has grown up recognizing that industry requires rail and freeway connections to ports and destinations beyond the City. However, residential neighborhoods have long been part of the community, and residents have expressed parallel priorities: safe walking and biking routes, reduced traffic congestion, improved rail crossings, better physical street conditions, and lower levels of diesel exhaust from trucks and trains. They mentioned that more shade trees along sidewalks would greatly improve the pedestrian environment, as would enhanced street crossings in neighborhoods and around schools and parks.

Another goal, although no less a priority, is to reduce the pollutant loads associated with fossil fuel combustion motor vehicles and trains, thus improving local air quality and combating the adverse consequences of climate change. The California legislature has adopted several laws focused on reducing greenhouse gases to address climate change. California Assembly Bill (AB) 1358 (Complete Streets Act), AB 32 (Global Warming Solutions Act), and California Senate Bill (SB) 375 (Sustainable Communities and Climate Protection Act) form the basis of greenhouse gas reduction policies and establish requirements that link land use(s) and transportation policy planning.



Vehicles traversing on Pioneer Boulevard just south of Telegraph Road.



Regional Context

Santa Fe Springs benefits tremendously from the freeways and railways that pass by and through the City.

- **Interstate 605.** The San Gabriel Freeway (I-605) traverses along the northwestern border of Santa Fe Springs, paralleling the San Gabriel River and extending 27 miles between Seal Beach in Orange County to Duarte in Los Angeles County to the north. Within the City, Telegraph Road, Slauson Avenue, and Washington Boulevard have on- and off-ramps to I-605.
- **Interstate 5.** Interstate 5 (I-5) extends the length of the west coast, from San Diego to Seattle. The section through Orange and Los Angeles Counties is referred to as the Santa Ana Freeway. Florence Avenue is the primary access roadway to I-5 in Santa Fe Springs, with additional interchanges at Bloomfield Avenue, Norwalk Boulevard, Carmenita Road, and Valley View Avenue. I-5 and I-605 intersect just north of the Florence Avenue ramps. The California Department of Transportation (Caltrans) initiated a massive I-5 widening project through Orange and Los Angeles Counties in 2013 that included interchange improvements at Florence Avenue and Valley View Avenue.

Santa Fe Springs has history as a railroad town, with its name indicating the early importance of the local Santa Fe Railroad station. In the past, many railroad lines connected through the Los Nietos Junction community, including the defunct Pacific Electric Railway that connected passengers to Whittier and La Habra, as well as Southern Pacific and Atchison, Topeka, and Santa Fe. The Northern Santa Fe (BNSF) and Union Pacific (UP) operate freight rail lines that traverse the City, as well as the Union Pacific Los Nietos and Valla rail yards. Metrolink, sharing the rail line right-of-way with BNSF, connects commuters in the Inland Empire and Orange County to Downtown Los Angeles, with a stop at the Norwalk/Santa Fe Springs station. Station parking is available on the east and west sides of the station. The east side parking lot is located in the City of Santa Fe Springs, while the west side parking lot is located in the City of Norwalk.

Metro, the agency which operates Los Angeles County's light rail system, has an ambitious program to extend service into east Los Angeles and west San Bernardino counties, and southeast to Santa Fe Springs and Whittier. The planned station at Washington Boulevard/Norwalk Boulevard will be the catalyst for land use transformation of this area.



Aerial view of Florence Avenue and I-5 Freeway interchange.

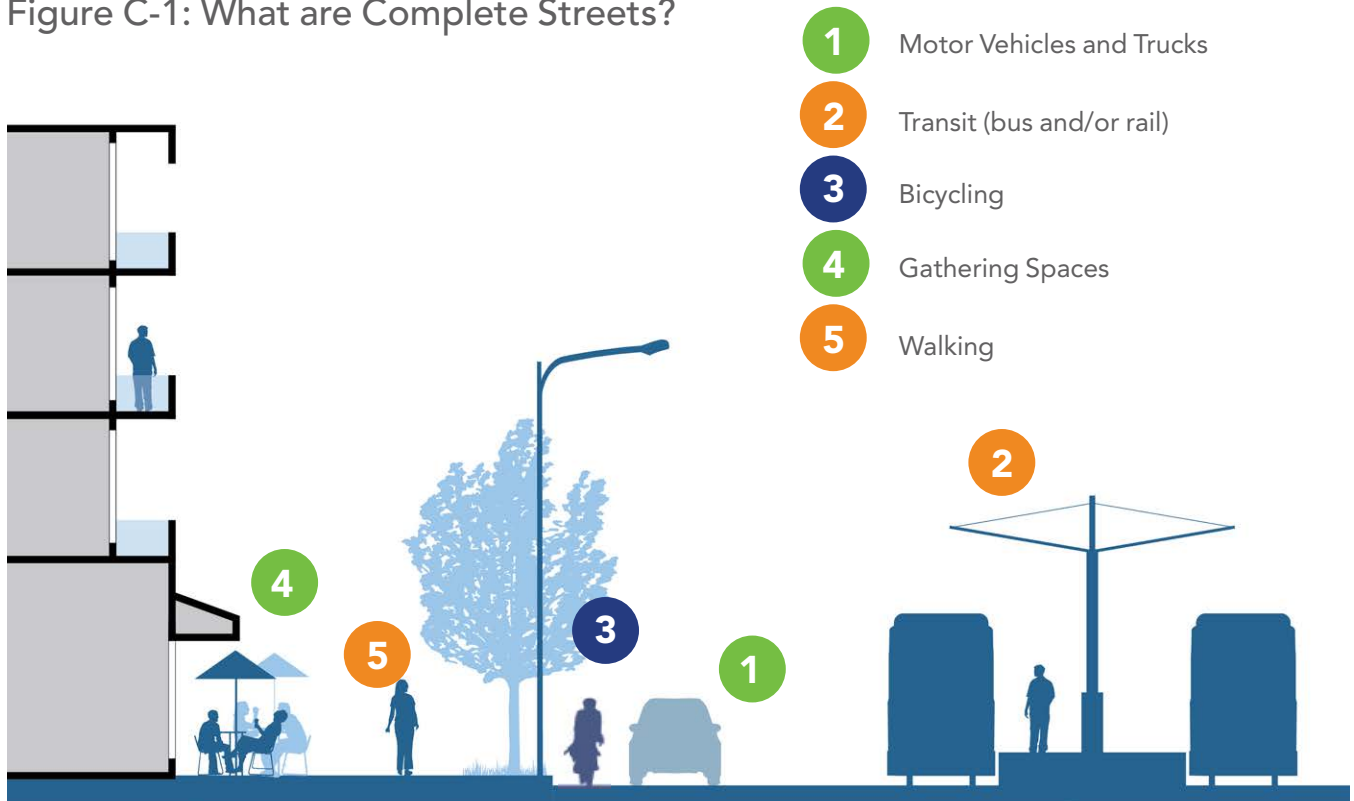


Complete Streets

A complete streets approach to mobility planning integrates people and places into the planning, design, construction, operation, and maintenance of transportation networks. It ensures that streets are not just designed for a single mobility mode, but that different streets may prioritize pedestrian, automobiles, bikes, transit, or freight mobility, with the integrated street network moving all modes efficiently. In Santa Fe Springs, where industry represents the predominant land use, the network must accommodate significant truck and car volumes. However, parallel roadways within an integrated system may be more suitable for pedestrians, bikes, and transit. Balancing and accommodating trucks, cyclists, pedestrians, transit riders, and emerging mobility options on the street system—and allowing freight and commuter trains to serve the community is the focus of this element.

The complete streets planning approach has been shown to contribute to healthier, more equitable communities. Health benefits include reduced traffic and fewer traffic collisions, more active living and exercise opportunities, and better air quality for surrounding neighborhoods. Complete streets can also provide social spaces for pedestrians. Spaces can be created for outdoor seating, public spaces for event programming, park spaces, and outdoor dining areas.

Figure C-1: What are Complete Streets?





Equitable Transportation

Employed residents who earn lower incomes are less likely to have access to personal vehicles and more likely to use public transit to get to their jobs. These residents are more likely to experience poor transportation outcomes resulting from gaps in pedestrian, bicycle, and public transportation infrastructure. When age and physical abilities are not a barrier, costs associated with car ownership can inhibit mobility in car-centric environments.

In 2018, 15 percent of renter-occupied units in Santa Fe Springs lacked access to a vehicle, compared to only two percent of owner-occupied households (see Table C-1). Employed residents living below the poverty line were less likely to drive to work alone (three percent) and more likely to carpool (13.9 percent) and take public transit (25.0 percent) compared to employed residents earning 150 percent or more than the federal poverty level. Employed residents earning 149 percent of the federal poverty wage or lower comprised 30 percent of all commuters using transit despite making up only eight percent of all workers.

Although a greater share of residents commuting within Los Angeles County use public transportation overall, employed Santa Fe Springs residents earning below the poverty line used public transportation at higher rates than County residents living in poverty.

Environmental factors and infrastructure deficiencies also disproportionately affect low-income communities and communities of color. For example, inadequate walking and biking infrastructure (e.g., missing or broken sidewalks, limited street lighting, lack of marked crosswalks and traffic islands, substandard or no bike lanes, etc.) and perceived safety issues create barriers to walking and biking. Bicyclists and pedestrians in low-income communities and communities of color have higher injury and fatality rates.

This Circulation Element promotes accessibility of pedestrian, bicycle, and transit networks in the City of Santa Fe Springs by making daily transportation options more reliable and convenient for children, older adults, people of color, and people with physical disabilities.

Table C-1: Vehicles Available (2018)

Vehicles Available	Santa Fe Springs		Los Angeles County	
	Owner	Renter	Owner	Renter
No vehicles available	2.0%	15.0%	2.8%	13.6%
1 or more vehicle available	98.0%	85.0%	97.2%	86.4%
Total	100.0%	100.0%	100.0%	100.0%

Overarching Objectives

Transportation equity in Santa Fe Springs means that community members who historically have been left out of transportation investments and decisions will be prioritized, engaged, and included.

Active transportation and transit options increase mobility for vulnerable populations, enabling safe, affordable access to economic and social opportunities.



Active Transportation

Active transportation refers to human-powered methods of travel: walking, bicycling, or rolling (using a skateboard or non-motorized scooter) to get from one place to another. Everyone uses active transportation at some point in a trip, whether walking to a rail station, bicycling to work, or skating home from a bus stop.

What are the benefits of active transportation?

- Safe places to walk, bike, or travel by human-powered means improves access to transit and provides more travel choices.
- Reduces transportation costs and support the local economy.
- Reduces greenhouse gas emissions and traffic congestion.
- Improves public health by providing more opportunities for physical activity.

Active Transportation Plan

In 2020, Santa Fe Springs completed the 2020 Active Transportation Plan, which represents a new commitment to promoting walking and biking. The plan will help our community move toward a more sustainable, multi-modal transportation system that serves all residents regardless of age, ability, identity, or income.

Biking



Rolling



Walking



Little Lake City and Los Nietos school district students participate in international Walk to School Day.



Walkable Streets for Pedestrians

Safe, accessible, and comfortable pedestrian paths encourage walkability in residential neighborhoods and business districts for people of varying abilities and ages. When the street environment supports walking with wide sidewalks, sidewalks offset from the curb, well-marked crosswalks, street trees for shade, and easily identifiable and accessible building entrances, the number of people who walk increases significantly.

Principles of Walkable Streets

What do pedestrians need to feel comfortable as they walk around an area? Walkable environments meet three crucial needs:

- **Safety.** People walking need to be protected from vehicles traveling at high speeds, truck noise, emissions, and train crossings.
- **Convenience.** People on foot need to be able to get where they are going directly, without going out of their way.
- **Comfort.** People who walk need the street to provide for their physical abilities and mental ease.

Safer Streets

The City has identified a focused strategy to minimize severe injuries that occur on local streets. It is a multipronged approach focused on programs and policies categorized by design, law enforcement, and information.

As many modern roadways have been designed for the efficient use of motor vehicle traffic, the consideration of bicyclist and pedestrian safety and convenience has often been a secondary concern. A complete streets strategy involves designing to meet pedestrian and bicyclist mobility and safety needs rather than assume they will not use the facility.

Key principles in keeping streets safer include:

- **Buffers.** Between Pedestrians and Vehicle Traffic. Trees and other landscaping, bicycle lanes, and cars parked along the street all provide a cushion between people walking and vehicle traffic. This increases pedestrians' actual safety as well as their feeling of comfort.



Visible street crossings, mid-block crossings, and crossing guards create a safer environment for kids walking to school.



- **Traffic Calming.** When cars and trucks exceed posted speed limits or drive while distracted, they increase the number of collisions and the severity of injuries for motorists and especially pedestrians. The rates of injury and death are even higher for children and older adults. Ways to calm traffic include intermittent lane width reducers (“chicanes”), changes in road textures, raised medians, and angled parking.
- **Increased Enforcement.** No one likes getting a traffic ticket. Increased enforcement, with signage warning motorists of a no-nonsense approach to traffic law enforcement, can increase driver vigilance.
- **Destinations and Density.** If there isn’t anywhere to go or destinations are far from one another, would-be pedestrians will be discouraged from setting out. When many potential destinations are located close together, people may be more inclined to walk among several different stores or from a park to a store.

Convenient Streets

For someone in a vehicle, traveling an extra one-half mile to a destination takes an extra minute. But for a pedestrian, those 10 additional minutes of walking can mean the difference between being willing to make the trip or not—the difference between a quick stroll and an uncomfortable, exhausting slog. Encouraging short trips on foot, rather than in a car, requires:

- **Good Lighting.** At night, crime and traffic collisions are less likely to occur where lighting is designed for pedestrians and is closely spaced, avoiding pools of darkness between lights.
- **Direct Access to Buildings.** Accessible storefronts face the street, ensuring that pedestrians don’t have to trek across expansive parking lots or wander in perplexity seeking an entrance.
- **Street Connectivity.** With short blocks, many intersections, and frequent street crossings, pedestrians can get to their destinations by the most efficient and direct route. Grid street patterns offer alternative routes, which add interest to frequently traveled paths.



Landscaping and street trees create safer and convenient streets for pedestrians.



Comfortable Streets

When a pedestrian sets out on a trip, his or her comfort depends on the environment. On hot days, walkers will be uncomfortable unless their route is shaded, with places to rest and water to drink. When people on foot get hungry or thirsty, they must either carry an extra load or find food and drink along the way. If signs are misleading, pedestrians may become tired and frustrated during searches for their destination. When sidewalks are poorly maintained and graffiti covers walls or fences, people walking may feel threatened, in contrast to people in cars who can relax in the familiarity of their vehicle. This means that people walking rely heavily on features such as:

- **Short Blocks and Pedestrian Short Cuts.** Smaller street blocks create shorter walking distances for pedestrians. Although the street system in Santa Fe Springs is well established, pedestrian short cuts within mixed-use and commercial centers and linkages within blocks and between buildings create environments that are easy to navigate and conducive to walking.
- **Urban Cooling.** Urban cooling includes shade tree canopies, landscaping, shade elements and shelters (e.g., shade sail), hydration stations, and cool pavements to keep pedestrians cool under warm walking conditions and to minimize impacts from the hot weather and heat-reflective surfaces.
- **Comfort.** Convenient seating and benches create respites for comfort, especially for people walking long distances and seniors and adults with young children.
- **Wayfinding and Signage.** Wayfinding signage can be used to educate and inform visitors of their new surroundings to help familiarize themselves with the features and functions of the space in which they find themselves. Mobile devices and electronic displays can allow users to interactively experience Santa Fe Springs' historical and cultural landmarks.
- **Active Ground Floor.** The ground floor is where vibrancy and public life exist and is most visually apparent. People coming and going from service

businesses or sitting on terraces having a drink or eating a meal—this all happens at the street level on the ground floor. Activating the ground floor is not practical for all of Santa Fe Springs given the industrial character of much of the City, but is ideal within pedestrian priority zones, mixed-use districts, and the downtown setting.

- **Placemaking.** Making the physical environment a better place through public realm improvements is known as “placemaking.” These measures make places safer and more comfortable and interesting, and generally more attractive to pedestrians. Taking all of the elements described above, and orchestrating a plan that integrates these improvements, will create a recognizable environment for Santa Fe Springs.



Shade elements create cooler environments for pedestrians



Street trees provide shade and comfort on warmer days.



Sidewalks and Crosswalks

While the City has a fairly complete sidewalk network in residential neighborhoods, a few residential streets lack sidewalks. Adding sidewalks to existing streets can be costly and almost infeasible where right-of-way does not exist, but retrofits can be accomplished when funds are available. Improvements to existing walking paths can include adding shade trees and curb cuts to accommodate wheelchairs and strollers. All new residential development will require sidewalks on both sides of the streets and include the planting of climate-appropriate shade trees.

Marked crosswalks are an essential tool for helping pedestrians move safely, conveniently, and predictably across roadways. Crosswalks can also provide a unique streetscape design treatment to emphasize pedestrians' presence and right-of-way. Streetscape design should emphasize crosswalks, where warranted, as a fundamental part of the pedestrian realm, not as an intrusion into the roadway reserved for vehicles only.

Midblock crosswalks and safety islands facilitate crossings to places that people want to go but that are not well served by the existing traffic network. These pedestrian crossings, which commonly occur at schools, parks, bus stops, and other destinations, have historically been overlooked or difficult to access, creating unsafe or unpredictable situations for both pedestrians and vehicles. The Santa Fe Springs Department of Public Works will consider midblock crossing when deemed necessary and/or feasible.

Universal Access and Design

The barriers faced by seniors and disabled persons are similar since the two groups encounter the same issues: transportation system designs and policies that impair their ease of mobility and access. Such barriers include missing sidewalks, poorly marked intersections, inadequate time to cross wide intersections, and a lack of benches for resting.

Universal design (also called inclusive design or accessible design) refers to facility designs that accommodate the widest range of potential users, including people with mobility and visual disabilities and other special needs.

Transportation efficiency can be encouraged by universal design. Increased walkway widths and smooth walking surfaces improve convenience for all travelers, not just those with mobility impairments. Curb ramps are important for people using handcarts, scooters, baby strollers, bicycles, and wheelchairs.



Clear crosswalks and midblock crossings help pedestrians move safely and conveniently.



Pedestrian Plan

Pedestrian Priority Streets

Pedestrian priority streets include improvements that increase the safety, convenience, and comfort for pedestrians. These streets can provide direct routes to schools, parks, commercial districts, and transit stations. The following are the different types of priority streets, as shown on Figure C-2.

- Safe Routes to Schools and Parks.** Safe Routes to School streets—located primarily within a 1/4-mile radius around schools—are areas targeted for improvements to intersections and crosswalks, and missing sidewalks or curb cuts are added, where feasible. Safe Routes to Parks also provide street, sidewalk, and intersection amenities and improvements to areas around parks, recreational facilities, and public gathering spaces. These routes should also include streetlights, connected sidewalks, and bicycle facilities.
- Transit Stations.** The immediate half-mile radius around the Metrolink and future L Line stations must be designed to allow pedestrians to walk comfortably to shops, homes, and parking areas (for those that use the station as part of their journeys). Wayfinding signage will help visitors.
- Downtown and Mixed-Use Districts Safe Streets.** These streets include pedestrian-friendly amenities and wider sidewalks and have specialized pedestrian zones (see Figure C-2). The sidewalk amenity zone is the area between the building and sidewalk where outdoor seating and street furniture can be located. This space also ensures that pedestrians have a safe and adequate place to walk.



Safe routes to schools and parks



Comfortable walking conditions around transit stations/stops.

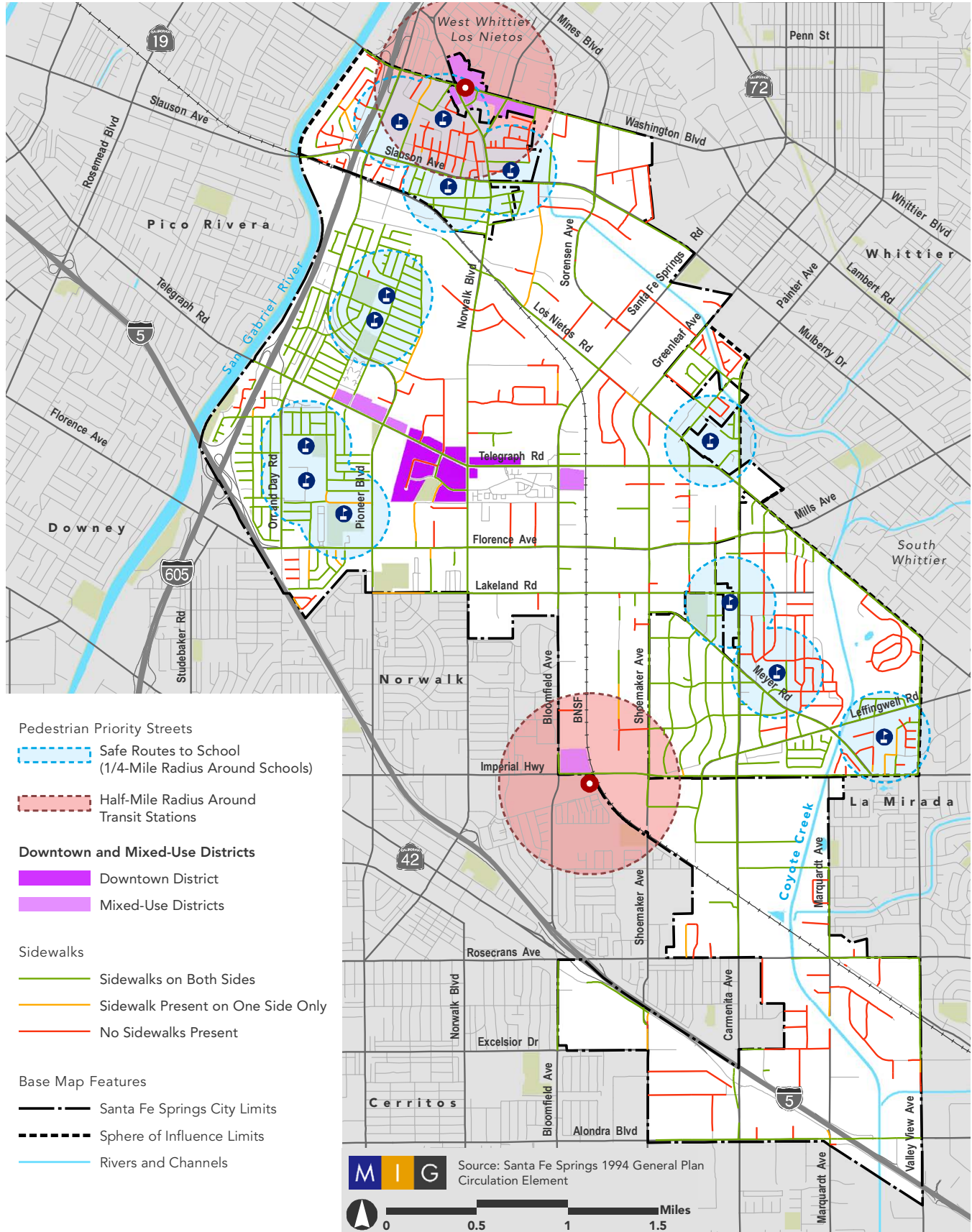


Pedestrian-friendly environments are ideal within a downtown and mixed-use setting.

Figure C-2: Pedestrian Priority Streets



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Pedestrian Improvements

Figure C-3 shows locations of planned pedestrian improvements citywide. Categories of recommended pedestrian projects are:

- 1 **Sidewalks and Paths.** New sidewalks/paths, sidewalks offset from the curb, meandering sidewalks, and sidewalk gap closures make walking along the street safer, more comfortable, continuous, and accessible for people using mobility devices.
- 2 **Crossing Enhancements.** Crossing enhancements that make crossing the street at intersections and midblock easier, including high-visibility crosswalks, advance yield markings, and pedestrian refuge islands.
- 3 **Curb Treatments.** Curb ramps and curb extensions increase accessibility for people crossing the street and accessing sidewalks from the street.
- 4 **Beacons and Signals.** Beacons and pedestrian activated warning devices (e.g., Rectangular Rapid Flashing Beacons [RRFBs]) to help people safely cross the street at uncontrolled locations, particularly where high traffic volumes or speeds are prevalent.
- 5 **Green Infrastructure.** Trees, landscaping, and stormwater capture features provide shade, increase cooling green space, contribute visual character, and improve comfort for people walking and biking.



Wide sidewalks



Midblock crossing with beacons and signals



Enhanced curb treatments and crossing enhancements

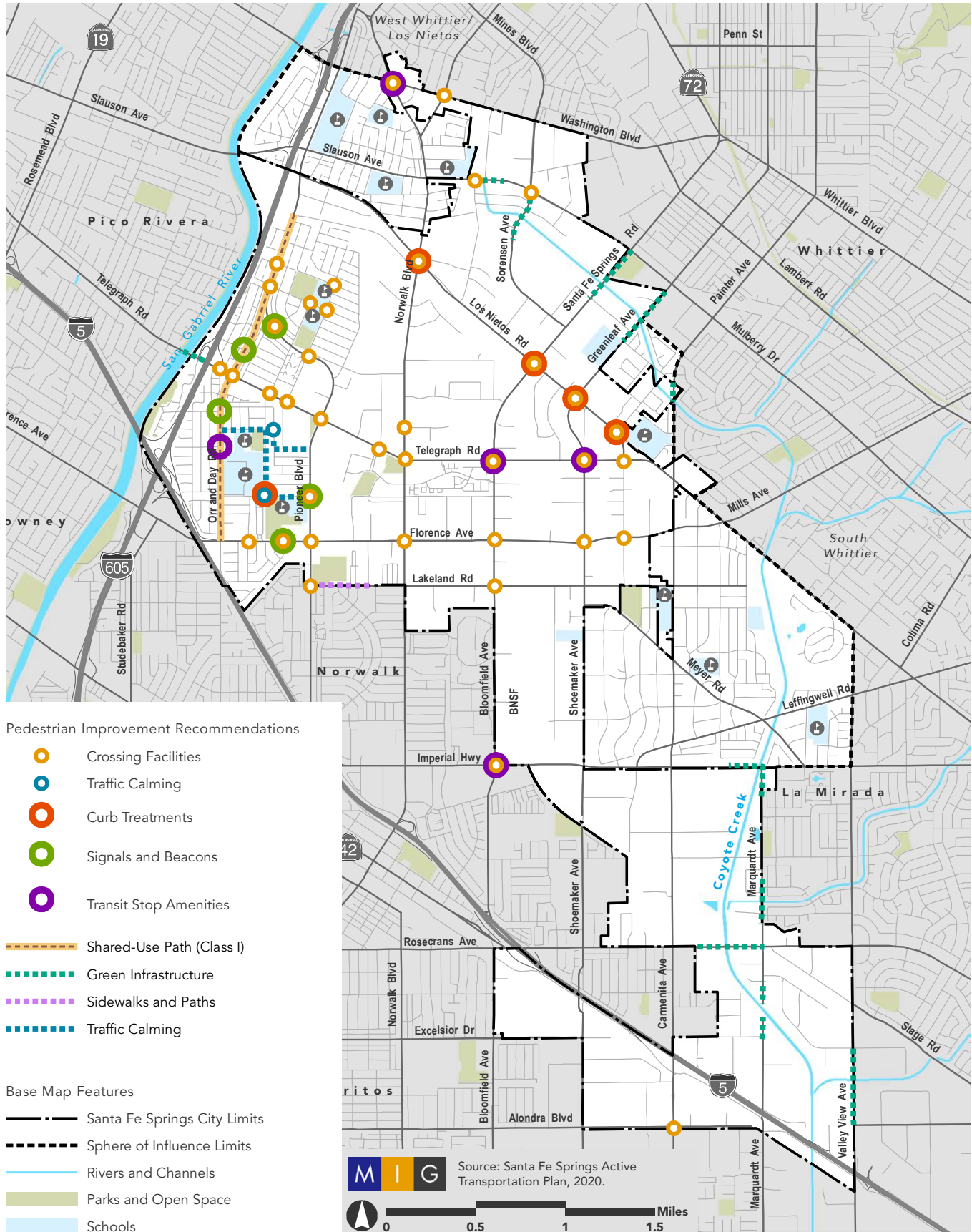


Green infrastructure, including bioswales and landscaping

Figure C-3: Recommended Pedestrian Improvements



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Bicycle Network Plan

A transportation system that integrates a comprehensive network of bicycle facilities—from bicycle routes to bike racks—results in fewer vehicle trips, reduces greenhouse gases, and improves air quality while providing a recreational resource and a functional transportation option. Recognizing that trucks and bicycle facilities do not mix well, the Bicycle Network Plan identifies paths along the San Gabriel River and streets to accommodate various types of bike facilities that provide connections from neighborhoods to parks, schools, activity areas, and commercial centers, while ensuring alternative connections to avoid bike facilities on major truck routes.

Bicycle Facility Types

In planning and designing bicycle facilities, the City takes design cues from Caltrans' Highway Design Manual standards and the City's 2021 Active Transportation Plan. Santa Fe Springs supplements these classes of facilities with modified design standards customized for its context and in the future, to accommodate other bicycle design classifications. Shared street facilities are comparatively low-cost ways to start a comprehensive and functional bicycle network since existing rights-of-way are used. Location of bicycle facilities are show in Figure C-5.

Off-Street Bike Facilities

Pathways separated from the street right-of-way and intended for the exclusive use by bicyclists are called off-street bike facilities or shared use paths (Class I)

On-Street Bike Facilities

On-street facilities include bike routes, striped bike lanes, and buffered bike lanes (Class II, Class IIB, Class III, Class IIIB), as shown in Figure C-4. These facilities are recommended where the desired bicycling route follows an existing street and where traffic speeds and volumes are low enough to permit an adjacent facility, but high enough to preclude a "shared" facility. As a simple rule for low-stress bike lanes, the greater the separation from vehicle traffic, the better. Buffered bike lanes are recommended anywhere roadway space allows. Protected bike lanes, which are separated from vehicle lanes by vertical physical barriers, are recommended where vehicle speeds and volumes are high.



Bike boulevards allow vehicles and bicycles to share vehicle lanes within local residential streets with lower vehicle volumes.



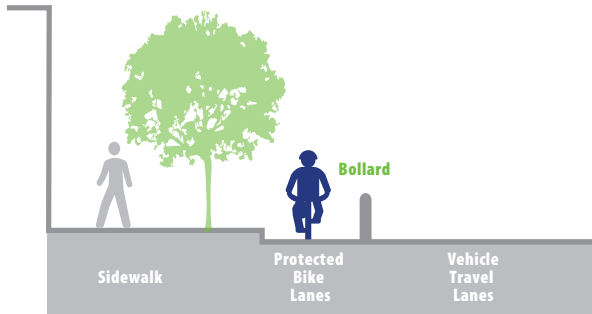
Figure C-4: Bicycle Facility Types



Off-Street Bike Facilities

Class I: Shared Use Path

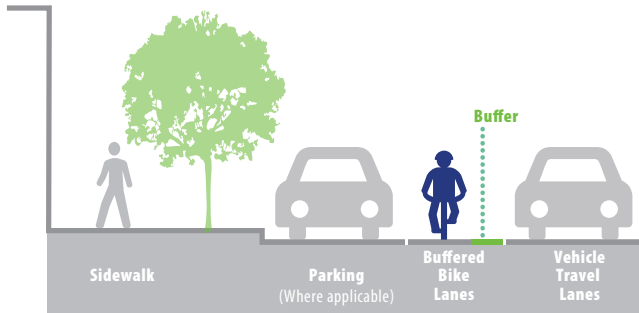
- » Paths completely separated from motor vehicle traffic used by people walking and biking.
- » Comfortable for people of all ages and abilities.
- » Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park, along a river or water channel.



On-Street Bike Facilities

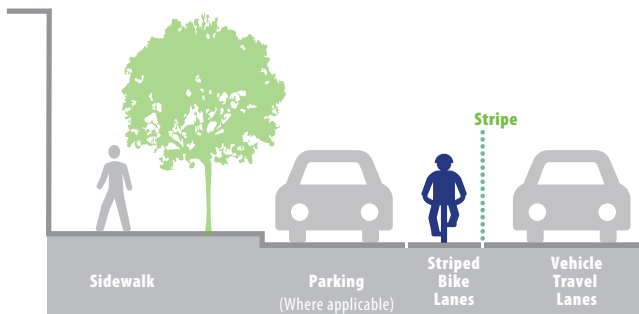
Class II: Bicycle Lane

- » A dedicated lane for bicycle travel adjacent to traffic.
- » A painted white line separates the bicycle lane from motor vehicle traffic.



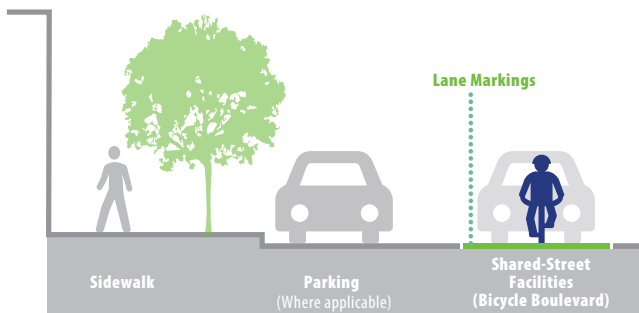
Class IIB: Buffered Bicycle Lane

- » A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- » The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.



Class III: Bicycle Route

- » Signed bike route that people share with motor vehicles.
- » Can include pavement markers.
- » Comfortable facility for more confident bicyclists.
- » Recommended when space for a bike lane may not be feasible.



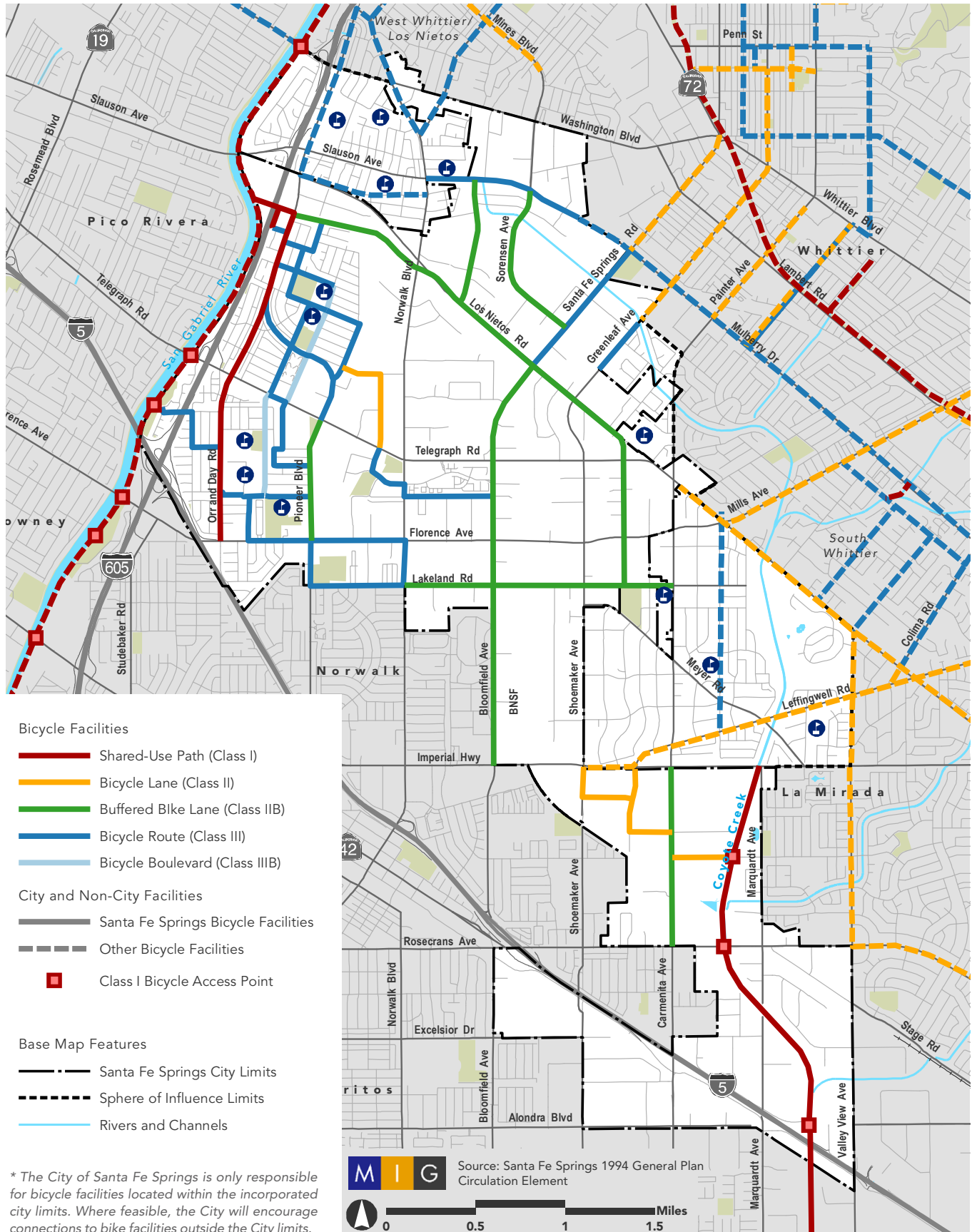
Class IIIB: Bicycle Boulevard

- » Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- » Shared roadway bicycle markings on the pavement as well as traffic calming features to keep these streets more comfortable for bicyclists.
- » Comfortable facility for bicyclists with a wider range of abilities.

Figure C-5: Bicycle Facilities



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* The City of Santa Fe Springs is only responsible for bicycle facilities located within the incorporated city limits. Where feasible, the City will encourage connections to bike facilities outside the City limits.



Bicycle Amenities

Bicycle amenities are thoughtful investments in bicycle infrastructure that complement bicycle travel as a way to increase biking.

- **Bicycle Parking and Storage.** Ample bicycle parking encourages people to bicycle more often, increases business visibility by installing parking spaces in front of stores, and provides well-designed shared spaces to both bicyclists and pedestrians. Understanding bike parking design and function can help communities prioritize needs, functionality, and optimal design considerations. Standard bicycle racks like hoop, wave, and grid style are simple in design and cost effective and keep cyclists from locking their bikes to trees or streetlights.
 - **Bicycle Shelters.** Bicycle shelters provide bike storage in areas that would not normally accommodate bicycle parking. Shelters come in a variety of styles and sizes, including modular systems that provide covered and secure bicycle storage while being extremely space efficient and cost effective.
 - **Bike Rooms.** Bike rooms provide high-security,
- long-term parking when there are no outdoor shelters or lockers. Dedicated indoor bicycle storage rooms are praised by bicyclists for residential and commercial use.
- **End-of-Trip Facilities.** Cyclists and non-cyclists agree on the need to provide good parking for bicyclists – especially secure, sheltered parking to help prevent theft, protect bicycles from inclement weather, and keep them out of the way of pedestrians. People appreciate amenities that encourage them to bike more often, such as offering tools like public repair stands where people need them – near streets, shops, trails, and bicycle storage areas. Other end-of-trip facilities may include bike wash stations, showers, and locker rooms to store changes of clothes.



Bicycle parking and storage facilities come in all shapes and sizes. Here is a simple and modern bike rack.



Encouraging Transit Use

Quality transit service is critical for people who do not own cars and can encourage use by people looking for more pleasant commutes. As a suburban community, Santa Fe Springs has long lacked the needed concentration of population for regular bus service, although the day-time population of 58,000 employees might suggest that transit can fill a need. With changing commute patterns, state-wide goals to reduce greenhouse gas emissions, and an increase in young adults eschewing car ownership, buses and commuter rail have become more convenient. Transit will grow to be an important mobility mode in Santa Fe Springs.

Bus Transit

The City is served by the Metro, Foothill Transit, Montebello Bus Lines, and Norwalk Transit System transit agencies. Bus transit generally runs every 30 to 45 minutes during the peak periods, with certain routes such as Norwalk route 7 and Metro routes 62 and 460 running every 25 minutes or better. Generally, transit users prefer reliable wait times of less than 15 minutes when making trip choices. Metro bus stops along Telegraph Road have the highest number of average daily boardings. The corridor serves multiple transit routes, including Norwalk Transit routes 1 and 3, as well as Metro routes 62 and 120;

Bus Shelters

Quality bus stops and a clean environment around a bus stop can encourage ridership and improve the transit experience. Transit riders are more likely to use buses if they can walk to it, have a comfortable place to wait, and experience shorter bus frequencies. Amenities at bus stops make the wait easier to endure, including lighting, shelters, signage, seating, transit information, and real-time arrival data. New generation bus shelters, also called smart or connected shelters, are intended to be digital reference points for transit riders by allowing greater interactivity. Technological improvements expand outdoor communication and interactive information, emphasizing the information provided to riders and improving the transportation experience.



Metro buses are a major service provided in the City, including Telegraph Road.



Commuter Heavy Rail: Metrolink

Metrolink’s Norwalk/Santa Fe Springs station is located on Imperial Highway east of Bloomfield Avenue. The physical station is located within the City of Norwalk, with a pedestrian bridge crossing over the tracks to connect to a surface vehicle parking lot located in Santa Fe Springs. The station has 630 commuter parking spaces available for Metrolink riders at daily and monthly fees. Long- and short-term bicycle parking is available in bike lockers and racks for users to make the first/last mile to transit without a motor vehicle. The Land Use Element designates properties across from the station for transit-oriented development (TOD) both to provide goods and services to rail users and to create station-adjacent residential units.

Commuter Light Rail: Metro L Line

Metro’s L Line (formerly the Gold Line) is planned to extend to Santa Fe Springs, connecting the City to Downtown Los Angeles via station stops in Pico Rivera, Montebello, Commerce, and East Los Angeles before heading into the City of Los Angeles. From East Los Angeles, the line is planned to travel south along Atlantic Boulevard underground to the Commerce station. The route will then proceed east along Washington Boulevard via aerial and/or at-grade (street level) configurations, ending at Lambert Road in Whittier. A station is planned in Santa Fe Springs at the intersection of Washington Boulevard/Norwalk Boulevard. The L Line extension has an aggressive target date of 2028, in time for the summer Olympics in Los Angeles.

The Land Use Element establishes policies that will transition the approximate half-mile around the station to a TOD district, with mixed uses, engaging ground-floor spaces, and public gathering places that accommodate pedestrians moving to and from the rail station. A mix of uses with higher-density residential development, along with first/last mile strategies, prioritized non-motorized transport networks, and multi-modal connections will enhance ridership.

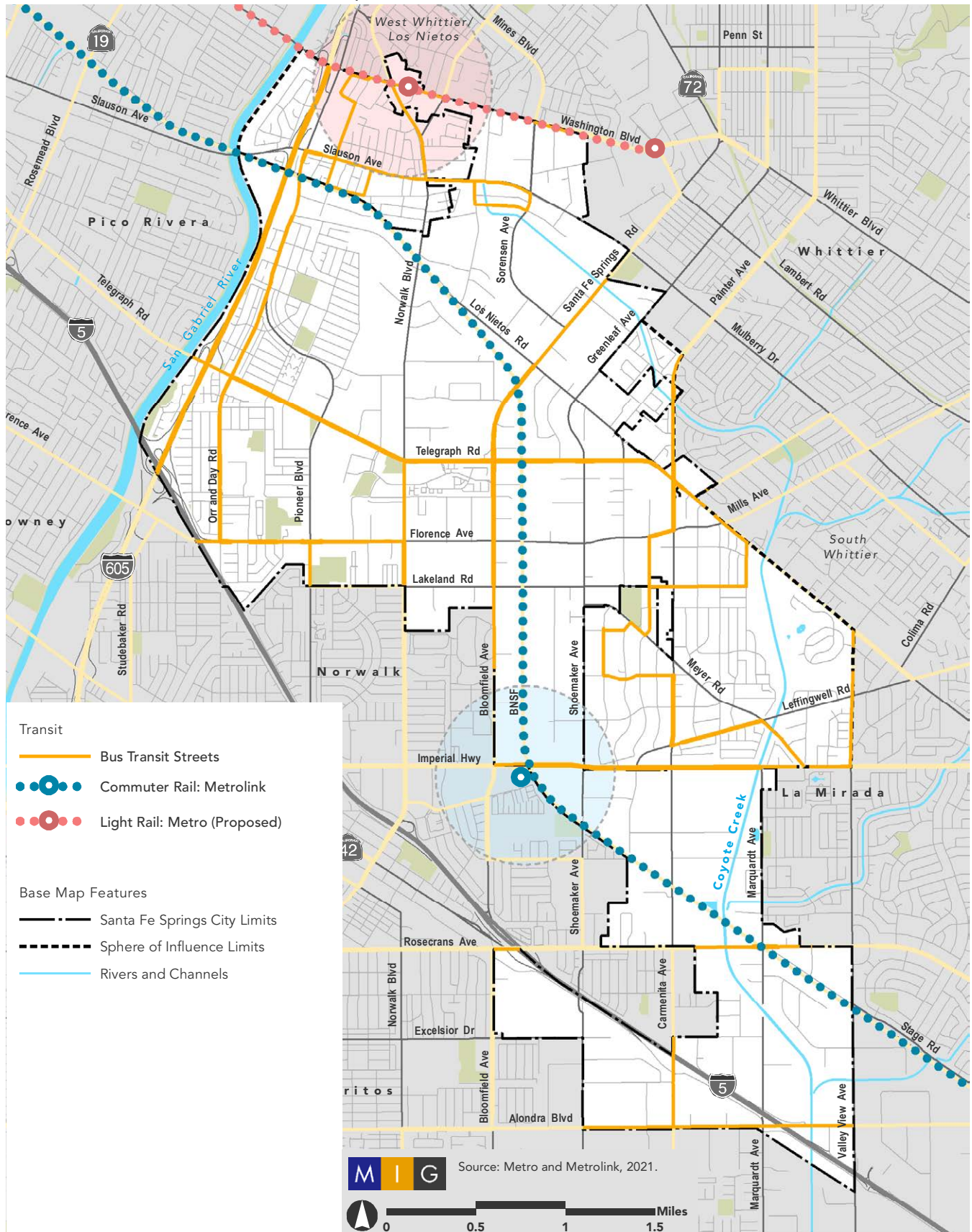


Metro’s L Line (formerly the Gold Line) is planned to extend to Santa Fe Springs, with a station at Washington and Norwalk Boulevards.

Figure C-6: Transit



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C Line Expansion

Metro’s C Line (formerly the Green Line) is a 20-mile light rail line running between Redondo Beach and Norwalk. The C Line’s eastern terminus suffers from the fact that it stops just two miles short of the heavily used Norwalk/Santa Fe Springs Metrolink station, where several Metrolink lines converge. Local bus service is provided between the Metrolink station and the C Line terminus, but schedules historically have not been coordinated with C Line arrivals. While plans exist to close the gap, available Los Angeles County Measure M funding allows for operation to start in roughly 2052. Studies have shown that connecting the C Line terminus in Norwalk to the Norwalk/Santa Fe Springs Metrolink would benefit the region.

First/Last Mile Strategy

A first or last mile gap is a barrier that discourages potential riders from using transit because a station or stop cannot be easily accessed from home, work, or other destinations. The gap can be created by elements of geography, topology, street network and design, or a lack of available transportation options. All transit riders must contend with the first/last mile challenge; the easier it is to access the system, the more likely people are to use it. Improving access starts with creating urban environments with cohesive pedestrian and bicycle networks that are inviting and safe, with multiple transportation options available including shared transportation systems, and with a comprehensive transit system. As such, best practice is to pursue multiple strategies that increase the number of transit access points and options. First/last mile improvements are recommended for Metro L and Metrolink stations, and all bus stops within pedestrian priority zones. See Table C-2 for first/last mile tools.

Table C-2: First/Last Mile Tools

Crossing Enhancements	Signage and Wayfinding	Safety and Comfort	Allocation of Street Space	Add-In Components
Enhance Existing Crosswalks	Transit Signage and Maps	Street Furniture	Reduce Lane Width	Car Share
Mid-Block Crossings	Medallion Signage	Landscaping and Shade	Enhanced Bike Stations	Bike Share and Bike Station
Raised Crossings	Time-to-Station Signage	Lighting	Bus Enhancement	Van Pool and Bus Connections
Cut-Through and Short Cuts	Real-Time Signage	Bus/Station Shelters and Waiting Areas	Green Infrastructure	Bicycle parking
Curb Extensions	Smart Technologies	Traffic Calming	Pedestrian Priority Zones and Sidewalk Widening	Kiss & Ride
		Sidewalk Paving and Surface Enhancements		Micro Park-and-Ride



High-Speed Rail

California high-speed rail trains will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. The Los Angeles-to-Anaheim project section connects Los Angeles and Orange counties from Los Angeles Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC) using the existing Los Angeles-San Diego-San Luis Obispo rail corridor. This corridor is used by both passenger (Metrolink and Amtrak) and freight rail providers.

The Norwalk/Santa Fe Springs Metrolink Station likely will not include a high-speed rail station. Due to the overall system costs, the likelihood of the high-speed rail system operating through Southern California are not guaranteed. If high-speed rail were to traverse Santa Fe Springs, it is the preference of community and City leaders to include grade separation crossings at all major street intersections and include noise wall mitigation.

The California High Speed Authority is providing funding from Proposition 1A funds for the Rosecrans/Marquardt Grade Separation Project in the city that will improve safety and traffic flow for existing freight rail but also future high-speed rail.

Shuttles and Paratransit

Santa Fe Springs has long provided shuttle service to transit-dependent residents for transportation to medical institutions and to deliver meals to residents. Transportation to medical and dental appointments is available to residents aged 60 and older, as well as for persons with disabilities. The coverage area includes areas within Santa Fe Springs, as well as to Downey, Norwalk, Pico Rivera, and the Bellflower Kaiser medical facility during weekdays. Shuttle service is also provided to assist seniors, youth, and disabled groups with subsidized excursions to attend educational, recreational, or cultural events. Trips funded through this program are open to the general public.



Santa Fe Springs provides safe and reliable transportation services to transit dependent residents, including seniors and disabled residents.



Roadway Plan

The Roadway Plan articulates the City’s vision for the development and maintenance of a comprehensive roadway network that will move people and goods throughout the City and region. The plan builds on the street design by providing for improvements, such as more pedestrian/bike facilities and methods to address traffic safety and increased vehicle congestion while accommodating trucks and freight movement.

Design standards set the baseline for street improvements and dedications. Streets with excess capacity, given their configurations and anticipated long-term daily volumes, are candidates for conversion to complete streets, where excess capacity can be repurposed for bicycle, transit, pedestrian, or other alternative travel modes.

Local and Regional Access

The City’s roadway system has a unique roadway network that easily serves both local and intercity traffic. The primary north-south roads are Norwalk Boulevard, Pioneer Boulevard, Orr and Day Road, Santa Fe Springs Road/Bloomfield Avenue, Shoemaker Avenue, Carmenita Road, and Valley View Avenue. The primary east-west roads are Washington Boulevard, Slauson Avenue, Telegraph Road, Florence Avenue, Imperial Highway, and Rosecrans Avenue.

Roadway Classification

This section describes the planned street classification network as identified in the General Plan Circulation Element. Street classifications are illustrated in figures C-7 and C-8.

Freeways

I-605 runs along the City’s northwestern border, extending from Seal Beach in Orange County north to Duarte, where it terminates at I-210. Within the City, Telegraph Road, Slauson Avenue, and Washington Boulevard provide primary access to I-605. I-5, along the southwest City boundary, is a major interstate highway providing north-south connectivity to Los Angeles, Anaheim, and Irvine, and as far north as Washington state. Florence Avenue is the primary access roadway to I-5 and the I-605/I-5 interchange.

Major Arterials

Major arterials are designed to move large volumes of traffic through the community. Most arterial roadways have four to six lanes, with a two-way left-turn lane. Telegraph Road has a raised median instead of a dedicated left-turn lane, with turns permitted at specific intersections and driveways. Traffic signals are the primary traffic control on arterials within the City.

Secondary Arterials

The primary function of secondary roadways is to provide connectivity between commercial and industrial areas. These roadways are generally located in the eastern part of the City—south of Imperial Highway—and include portions of Leffingwell Road, Shoemaker Avenue, and Foster Road. These roadways are generally wider, providing mobility for freight vehicles, and are generally one to two lanes in each direction.

Local Streets

Local streets provide access to and from residential neighborhoods and industrial areas and generally provide one travel lane in each direction with on-street parking permitted on both sides of the street. These roadways are primarily located on the western part of the City. Most local streets have a posted, unposted, or prima facie speed limit of 25 miles per hour.



Figure C-7: Typical Street Cross Sections

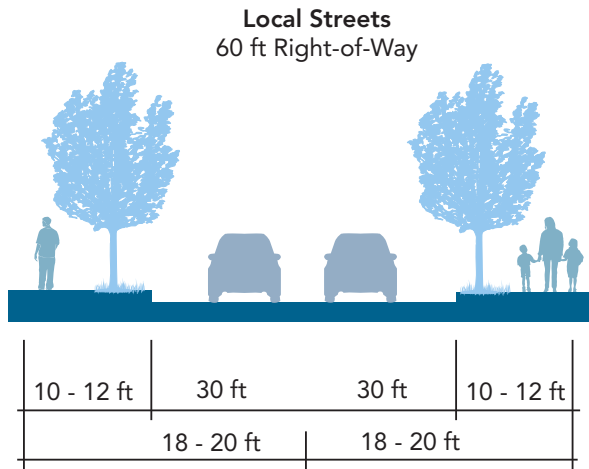
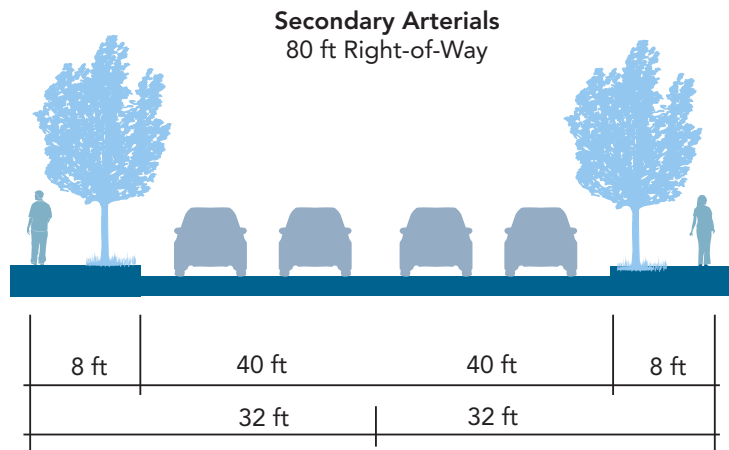
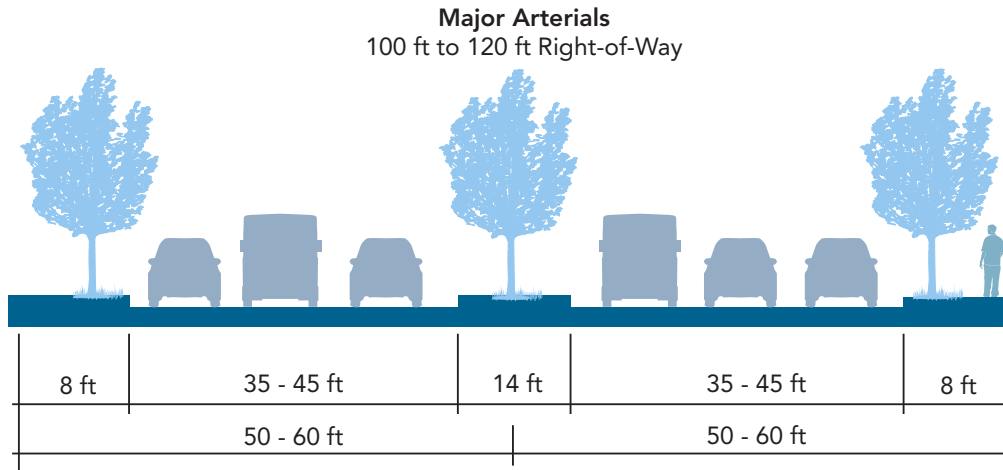
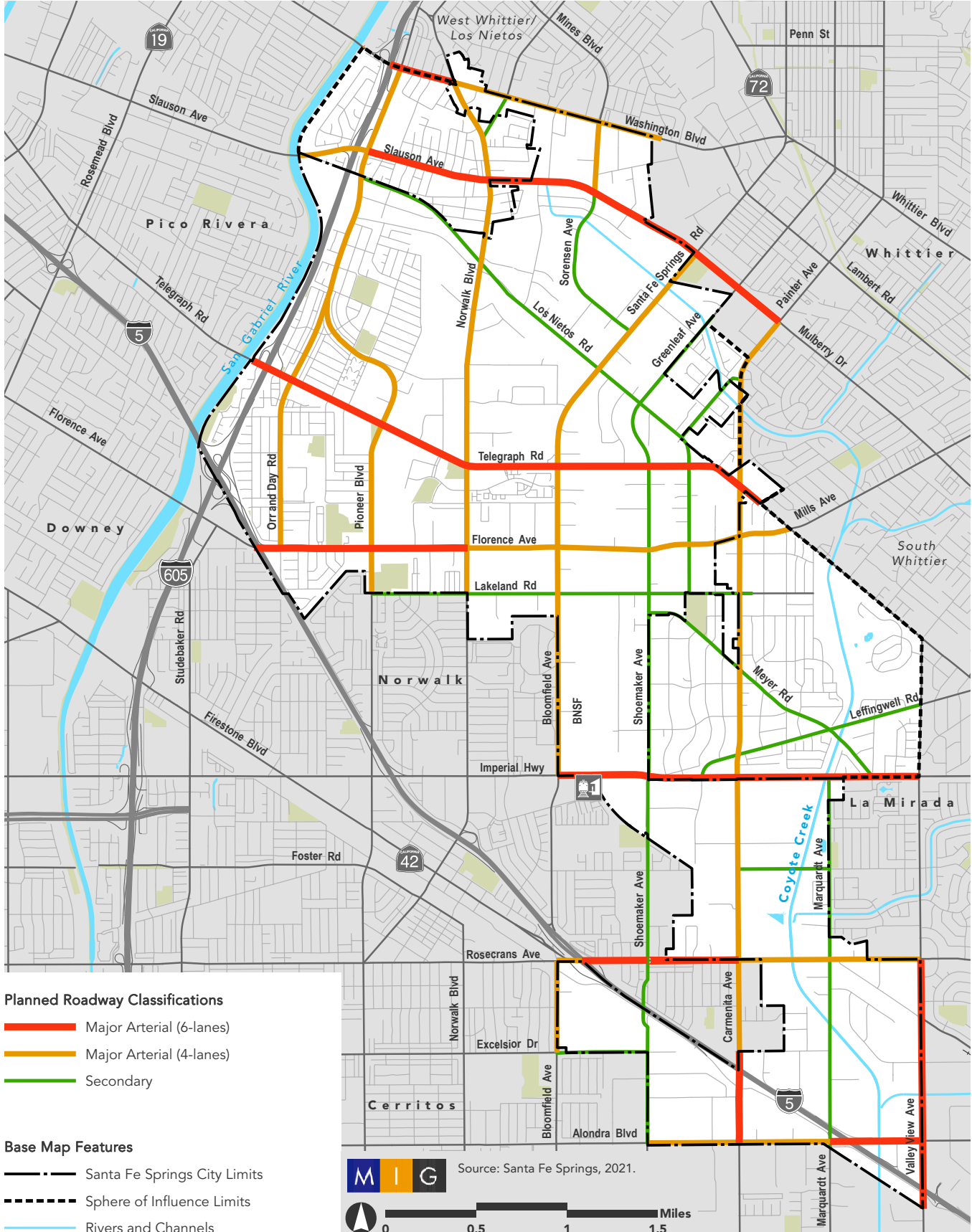


Figure C-8: Circulation Plan



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Transportation Management

Santa Fe Springs is committed to improving local traffic conditions. Driving a vehicle will remain the most common method of travel for residents. The City will continue to find ways to ensure that roadways operate at optimum level. The City will also continue to monitor street performance, and repair and/or retrofit as needed, when feasible. The City will continue to require street dedications, transportation system improvements on- and off-site, and traffic impact analysis from all new development when necessary.

Vehicle Miles Traveled

Vehicle miles traveled (VMT) is a measurement of the total mileage traveled by all vehicles in an area. This is a useful measurement that is directly related to fuel consumption and associated pollutant emissions, which harm the environment. The farther a person drives their vehicle, measured in miles, the more fuel is consumed.

Although VMT is focused on auto travel, the goal of a zero-or-less per capita VMT growth rate leads to an emphasis on the effects of development patterns (e.g., land use mix and density), together with attractive pedestrian, bicycle, and transit infrastructure, given that these factors have an impact on the number and length of vehicle trips. Efforts to reduce VMT may include implementation of transportation demand strategies and improvements to pedestrian, bicycle, and transit infrastructure as an alternative to personal vehicle usage. Although beyond the City's control, the increase in electric-powered vehicles on the streets and freeways will minimize pollutant emissions as well but will not affect VMT.

As a guide, the City has established the following significance thresholds for VMT transportation impacts for each land use type in a project. These may be adjusted over time in response to changing conditions and State legislation.

- **For land use plans:** Plans exceed 15 percent below the City and sphere of influence Existing VMT for Total VMT per service population

- **For residential projects:** Project exceeds 15 percent below the City and sphere of influence Existing VMT for home-based VMT per capita
- **For office (commercial or light industrial) projects:** Project exceeds 15 percent below the City and sphere of influence Existing VMT for home-based work VMT per employee
- **For regional retail projects:** Project results in a net increase in total VMT in comparison to the City and sphere of influence Cumulative Plus-Project VMT
- **For mixed-use projects:** Evaluate each project land use component separately using the criteria above

Level of Service (LOS)

In 2013, SB 743 introduced VMT as the replacement to Level of Service (LOS) as the primary metric of transportation system performance. While the law specifies that VMT will be the baseline metric for future CEQA analysis, it allows local agencies to continue using LOS for purposes of long-term transportation planning.

Overall, the City's goal is to prevent the deterioration of LOS at key intersections and roadway segments in the City. The City will pursue a broad array of strategies to maintain and improve roadway LOS through 2040.

For intersections or roadway segments with a LOS E or F, if a proposed project's traffic study identifies increases in the volume-to-capacity ratio above the thresholds identified in the City's transportation traffic guidelines, then the impact would be considered significant, and mitigation would be required.

The City standard for the minimum LOS for intersections is LOS D or better.



Street Intersection Improvements

With the growth allowed in the Land Use Element, the City's street system would not be able to accommodate General Plan buildout conditions, as key intersections would experience LOS E or F conditions. To reduce the potential for future traffic congestion, the City is committed to engineering solutions and programs that encourage mode shift.

Design solutions such as protected bike/pedestrian lanes and sophisticated Intelligent Transportation Systems (ITS) for all modes will also help address congestion. Improvements to the street system will be required over time to achieve improved LOS conditions over time. Table C-3 identifies the ultimate lane configurations and improvements recommended over time—as needed—to maintain the minimum acceptable LOS D.

Traffic Calming and Reducing Cut-Through Traffic

Traffic is always a problem for drivers, especially during rush hour. When the fastest route is backed up, people may look for a cut-through to dodge the traffic and get to their destination faster. Finding that perfect cut-through street as a driver can make a commute so much better, but if this cut through is in a residential area or neighborhood, it can be dangerous to those living there. Wayfinding apps have aided this behavior and vexed people living along streets frequented by these impatient motorists. When a street becomes known as a cut-through route, residents begin to complain of excess volumes, speeding and distracted drivers, and new hazards when using the once-quiet road. In Santa Fe Springs, streets near Telegraph Road can become cut-through traffic targets. Streets within residential neighborhoods around schools also become prime cut-through traffic areas during school drop-off and pick-up times.

Traffic-calming strategies are focused on design improvements meant to address excessive speeding on roadways. Traffic-calming measures can offer a menu of design solutions to reduce collisions between drivers and pedestrians, cyclists, and others on the streets. Examples of traffic calming infrastructure include speed cushions, sidewalk bulb outs, or designating and upgrading

low-speed streets to “bike boulevard” status. These are in addition to traffic lights and traffic signals that regulate traffic flow.

In Santa Fe Springs, traffic-calming improvements need to carefully consider the sizes and shapes of large trucks critical to successful industrial businesses. For example, traffic circles would not work on a route used by trucks. The focus will be on implementing strategies in residential neighborhoods and reducing illegal speeds on collectors.

Parking

Vehicle parking has an impact not only on those drivers searching for spots, but on a wide range of areas, including the design of the built environment, the cost of development, housing affordability, the flow of traffic, and the community's overall quality of life.

The City has considered solutions to address parking problems in residential areas. These include residential streets with limited off-street parking and/or spillover parking from other uses. Off-street parking restrictions and permit parking has been applied around Santa Fe High School.

Typically, parking problems have been addressed by building additional parking facilities. As land becomes limited and the cost of building parking facilities soars, this approach is becoming much less feasible. Rather than adding more parking, the City of Santa Fe Springs is working to better manage existing parking resources through a range of strategies:

- Sharing the parking facilities of businesses within a district.
- Dedicating the most convenient spaces for priority users.
- Reducing parking requirements within walking distance of a transit station.



Goods Movement

Freight and delivery vehicles play a critical role in the local economy, with high volumes of truck traffic on the roads every day going to and from manufacturing, warehousing, wholesale trade, and construction businesses. The entire southern portion of Santa Fe Springs is dedicated to industrial lands, with freight and deliveries using the roadways serving these areas.

Truck

The key arterials of Telegraph Road, Florence Avenue, Carmenita Road, Santa Fe Springs Road, Washington Boulevard, and Pioneer Boulevard provide freight access to and from I-5, I-605, SR-72 (Whittier Boulevard), and SR-19 (Rosemead Boulevard). According to the 2020 California Freight Mobility Plan, I-605 is among the highways carrying the highest truck volumes in the region, averaging more than 25,000 trucks per day in 2016. In Santa Fe Springs, arterial roadways have been designed to accommodate freight movement, with lane widths of 11 to 12 feet and intersections designed with wide curb radii or deceleration lanes to accommodate turning trucks.

Rail Freight

Both the BNSF Railway and Union Pacific railroads operate in Santa Fe Springs, with a Union Pacific rail yard located adjacent to Los Nietos Road; Union Pacific Distribution Services operates the Valla railport on Sorenson Avenue. Rail freight operates within long-established rail easements/rights-of-way that traverse the City, largely at at-grade crossings. The BNSF Railway is a main line that connects to several spurs and industrial service tracks.

Crossings are located primarily at arterial roadways. Figure C-9 shows roadways and their respective weight restrictions, indicating where certain types of freight are permitted to travel. The at-grade crossings can be a source of congestion, restricting car and truck movement when long freight trains rumble through the City.

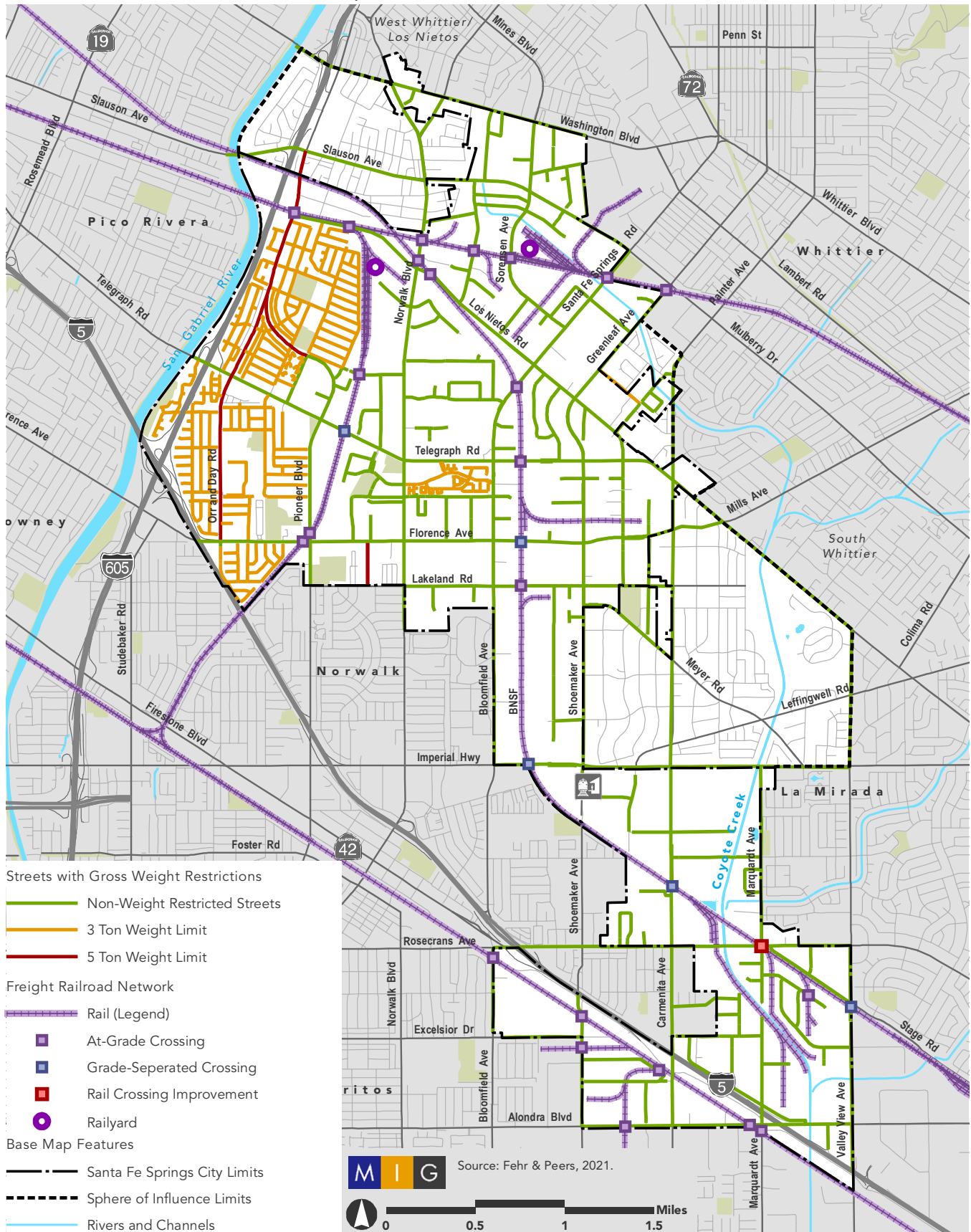


The Union Pacific Distribution Services Valla railport is a dedicated facility for plastics and some dry bulk commodities. The railyard has capacity for 250 rail car spots and is located at 8636 Sorenson Avenue.

Figure C-9: Freight System



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M I G Source: Fehr & Peers, 2021.
 0 0.5 1 1.5 Miles



Rosecrans/Marquardt Grade Separation Project

The Rosecrans/Marquardt Grade Separation Project will eliminate the at-grade rail crossing at Marquardt Avenue/Rosecrans Avenue and alleviate existing and future traffic congestion. The Rosecrans/Marquardt grade crossing is traversed by more than 112 freight and passenger trains and 45,000 vehicles in a 24-hour period. With such heavy through traffic and high number of traffic collisions and/or fatalities, this intersection has been identified by the California Public Utilities Commission as one of the most hazardous grade crossings in California. Providing a grade separation will significantly improve safety, eliminate delays, and enhance the environment.

This is a project of regional and national significance to passenger and freight rail traffic. The project will include a new bridge over the railway to grade separate this intersection from the existing diagonal at-grade crossing and substantially enhance the safety and traffic flow on surface streets. It will also improve the efficiency of train movements along the rail corridor. The project also has the potential to reduce greenhouse gas emissions by reducing vehicle idling through the elimination of railroad gates made possible by grade separation.

Delivery Vehicles

With the dominance of e-commerce, the delivery of merchandise to homes and businesses has increased significantly. As more goods are ordered, more delivery trucks will be dispatched onto City streets. Often, the delivery box trucks and vans will double-park on two-lane streets that lack loading zones, snarling the traffic behind them. The City will monitor delivery vehicles and determine if additional loading zones will be required within the highest-need areas to minimize traffic and safety issues. Also, delivery by drone, while reducing on-street delivery vehicles, may distract motorists. Drone delivery technologies and regulations will continue to evolve, and the City will be mindful of its effects locally.



Illustration depicting Rosecrans/Marquardt Grade Separation



Greenhouse Gas Reduction

In conjunction with land use planning, this Circulation Element bolsters City compliance with AB 32 (Global Warming Solutions Act) and SB 375 (Sustainable Communities and Climate Protection Act) to reduce the City's contribution to greenhouse gases that cause anthropogenic climate change. Vehicles on the roadway that rely on fossil fuels are one of the City's main generators of greenhouse gases. Greenhouse gas reduction will be achieved holistically by a robust complete streets strategy, including support for pedestrians and bicycling systems and sustainability policies that reduce the reliance on fossil fuel energy.



Electric vehicle charging stations



Transportation Technology

Mobile technology and artificial intelligence are becoming increasingly common and radically transforming mobility options and transportation systems. As the future of transportation continues to evolve, the City will remain flexible in accommodating better and more efficient ways to address transportation. Self-driving cars and trucks, web-enabled parking meters, smart street technology, adaptive signal controls, parking availability information, and other forms of new technology can improve many aspects of all modal experiences. The deployment of advanced technology could be used to assist in traffic enforcement.

Intelligent Transportation Systems

Intelligent Transport Systems (ITS) aim to achieve traffic efficiency by minimizing traffic problems. ITS enriches users with prior information about traffic, local convenient real-time running information, and seat availability, which reduces travel time of commuters, as well as enhances their safety and comfort. The purpose of transportation systems technology is to process and share information that can prevent potential crashes, keep traffic moving, and decrease the negative environmental impacts related to transportation.

Scooter Service and Bike Sharing Systems

A scooter-sharing system is a service in which scooters are made available for short-term rentals using a dockless system and activated by mobile devices. Popularly used vehicles include electric-powered devices such as scooters and bicycles. These vehicles can travel on local roadways, particularly within bike lanes, and are not recommended on sidewalks. These systems are popular in communities with colleges or tourist attractions. However, these systems could arrive in Santa Fe Springs and may be considered as an alternative transportation option. The City staff will monitor and regulate any systems before they are established locally.

Ride-Hailing Services

Ride hailing services are services that use online-enabled platforms to connect passengers with local drivers using their personal vehicles. In most cases, they are a comfortable method for door-to-door transport. As this service continues to expand for not just rides but deliveries, the City may consider designating curbside pick-up/drop-off areas within Downtown, commercial centers, schools, and other popular activity areas.

Autonomous Vehicles

Self-driving vehicles are cars or trucks in which human drivers are never required to take control to safely operate the vehicle. Also known as autonomous or “driverless” vehicles, they combine sensors and software to control, navigate, and drive the vehicle. This is technology the City will need to monitor and consider how to properly regulate their use before it is established or widely adopted in the City.



Self-driving vehicles



Foundation for Infrastructure

This section addresses how water and sewer service, electrical and natural gas service, flood control infrastructure, and solid waste disposal are planned and provided through public utilities and contract services. Infrastructure requires planning and adequate sizing to accommodate future growth envisioned in the Land Use Element.

This Infrastructure Plan identifies the challenges ahead for infrastructure in general, such as aging, deterioration of service, and the impact of growth. Infrastructure upkeep and growth have to be sustainable in both usage and funding.

Water Services

Water Districts

Five water providers serve the Planning Area, as shown in Figure C-9.

- **City of Santa Fe Springs Water Utility Authority.** The City's own Water Utility Authority provides service to most of the City, covering approximately 90 percent of land area within the corporate limits. Customers are approximately 85 percent commercial and industrial and 15 percent residential. Historically, the water supply sources have included local groundwater pumped from City wells, treated groundwater through the Water Quality Protection Program, treated imported water purchased from Metropolitan Water District through Central Basin Municipal Water District (CBMWD), and recycled water supplies provided by CBMWD.
- **Golden State Water Company.** Golden State Water Company is a public utility water company that primarily serves residential customers in unincorporated portions east of the City.
- **Orchard Dale Water District.** The Orchard Dale Water District also serves residential customers in unincorporated neighborhoods east of the City. Most water is drawn from aquifers in the San Gabriel Main Basin and Coastal Plain of the Los Angeles Central Basin.
- **San Gabriel Valley Water Company.** The San Gabriel Valley Water Company is an investor-owned water utility that provides water service to the northern section of the City and adjacent unincorporated areas.
- **Suburban Water Systems.** Suburban Water Systems is a public utility water company that provides water service primarily to residential customers in unincorporated areas east of the City. Most water is drawn from groundwater through the City of Whittier from active deep wells located in the Whittier Narrows area.
- **Liberty Utilities.** Liberty owns and operates regulated water, wastewater, natural gas and electric utilities. The company provides water services to a small portion of residents southwest of the City.

Service providers serving Santa Fe Springs and surrounding unincorporated areas also receive groundwater from the Central Basin Water Quality Protection Program facility located in the Central Basin, as well as surface water distributed by Metropolitan Water District of Southern California sourced from the Colorado River and the State Water Project in Northern California.

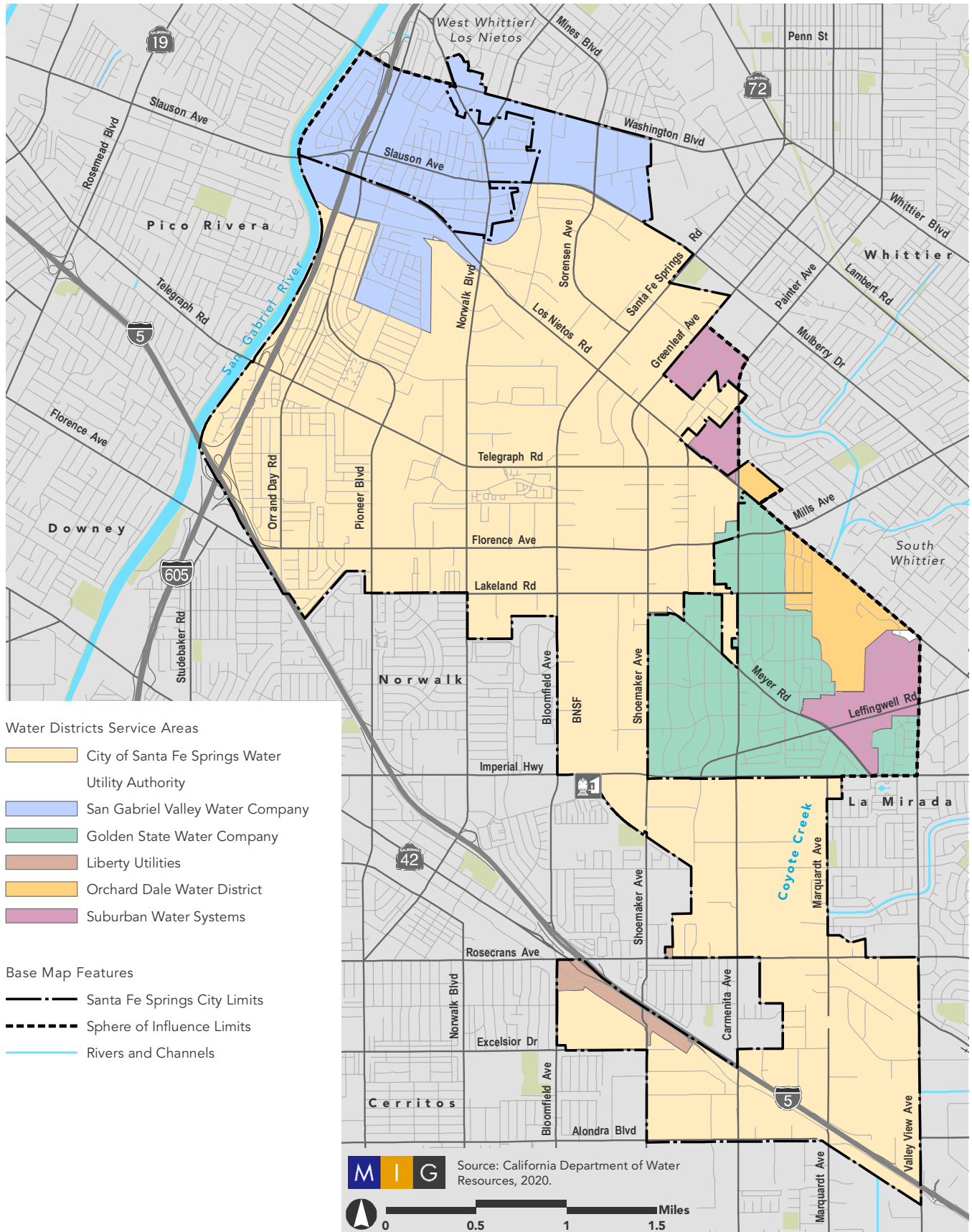
Recycled water is used within the City's Water Utility Authority service area for landscape irrigation at parks, schools, athletic fields, roadway medians, and business complexes, as well as for industrial purposes such as cooling tower use.

Since the majority of the Planning Area is built out, water service providers do not anticipate significant population growth and demand increases. The City's 2015 Urban Water Management Plan indicates sufficient water supply for projections through 2040. Planned infrastructure improvements include a water treatment facility to treat iron, manganese, hydrogen sulfite, and color to reintroduce a City well that has not been in use since 2014 due to contaminants. Planned capacity improvements within Santa Fe Springs are primarily focused on updating existing infrastructure

Figure C-9: Water Districts



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and maintaining adequate fire flows. To promote water conservation, the City encourages replacing existing lawn with drought-tolerant landscaping and other modes of water conservation.

Groundwater

Santa Fe Springs is located over the Central Basin groundwater basin. On its north, the Central Basin is bounded by the Hollywood Basin, and that boundary runs through the City of Los Angeles. The remainder of the northern boundary of the Central Basin extends along the Merced Hills, across Whittier Narrows, and then along the Puente Hills. The Central Basin consists of four sections: the Los Angeles Forebay, the Montebello Forebay, the Whittier Area, and the Pressure Area. The California Department of Water Resources does not identify the Central Basin as being in overdraft (as of 2020).

The City owns three wells: Wells No. 1, 2, and 12. Well No. 1 was placed on standby in 2014 as a result of poor water quality. Well No. 2 has been on standby since 2008 due to water quality problems as well. Well No. 12 was drilled in 2013 and has been inactive since 2013 (water quality issues). Water treatment facilities are planned for Wells No. 2 and No. 12.

Wastewater

The local wastewater collection system is owned by the City. The Los Angeles County Sanitation Districts (LACSD) owns and operates the regional system that the local system connects to. The wastewater collection system consists of approximately 84 miles of sewer mains providing wastewater pipelines to homes, businesses, and institutions (Figure C-10). Wastewater collected from businesses and residences within the City is treated at LACSD's Los Coyotes Water Reclamation Plant and Long Beach Water Reclamation Plant; after treatment, the wastewater is recycled for further use or discharged into the San Gabriel River.

Stormwater

The storm drain system in Santa Fe Springs is maintained by the Los Angeles County Flood Control District (LACFCD), which funnels stormwater through a network

of mains and catch basins until it is eventually discharged into the Pacific Ocean via the San Gabriel River and its tributaries, such as Coyote Creek (Figure C-11). High concentrations of impervious surfaces in intensive urban areas, like Santa Fe Springs and surrounding vicinities, has contributed to poor water quality from polluted stormwater runoff. Key sources of contamination include sediment, nutrients, pesticides, metals, oil and grease, and pathogens. The San Gabriel River is impaired by pollutants, including selenium and metals, such as copper, lead, and zinc. Metals are common stormwater pollutants associated with roads and parking lots. Other sources of these pollutants include building materials, such as galvanized steel, that are exposed to rain.

Santa Fe Springs, along with 12 other local cities and the LACFCD, formed the Lower San Gabriel River Watershed Management Group. The group attained a Los Angeles County National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System (MS4) Permit in 2013 and created a Watershed Management Program in 2015 to implement watershed control measures and reduce discharge of stormwater pollutants. In accordance with the Watershed Management Program, Santa Fe Springs set a final compliance milestone to capture and treat 2.1 acre-feet of stormwater in the Coyote Creek Watershed and 4.9 acre-feet of stormwater in the San Gabriel River Watershed by 2026.

National Pollutant Discharge Elimination System (NPDES) Compliance

The National Pollutant Discharge Elimination System (NPDES) permit program addresses water pollution by regulating point sources that discharge pollutants to waters of the United States. Created in 1972 by the Clean Water Act, the NPDES permit program authorizes state governments to perform many permitting, administrative, and enforcement aspects of the program. To comply with the NPDES permit and reduce stormwater pollution, the City has implemented the so-called Best Management Practices, or BMPs, that include provision of low-impact runoff collection and infiltration infrastructure. BMPs include both surface and subsurface improvements to mitigate changes to both quantity and quality of urban runoff. Generally, BMPs focus on water quality problems

Figure C-10: Wastewater Facilities



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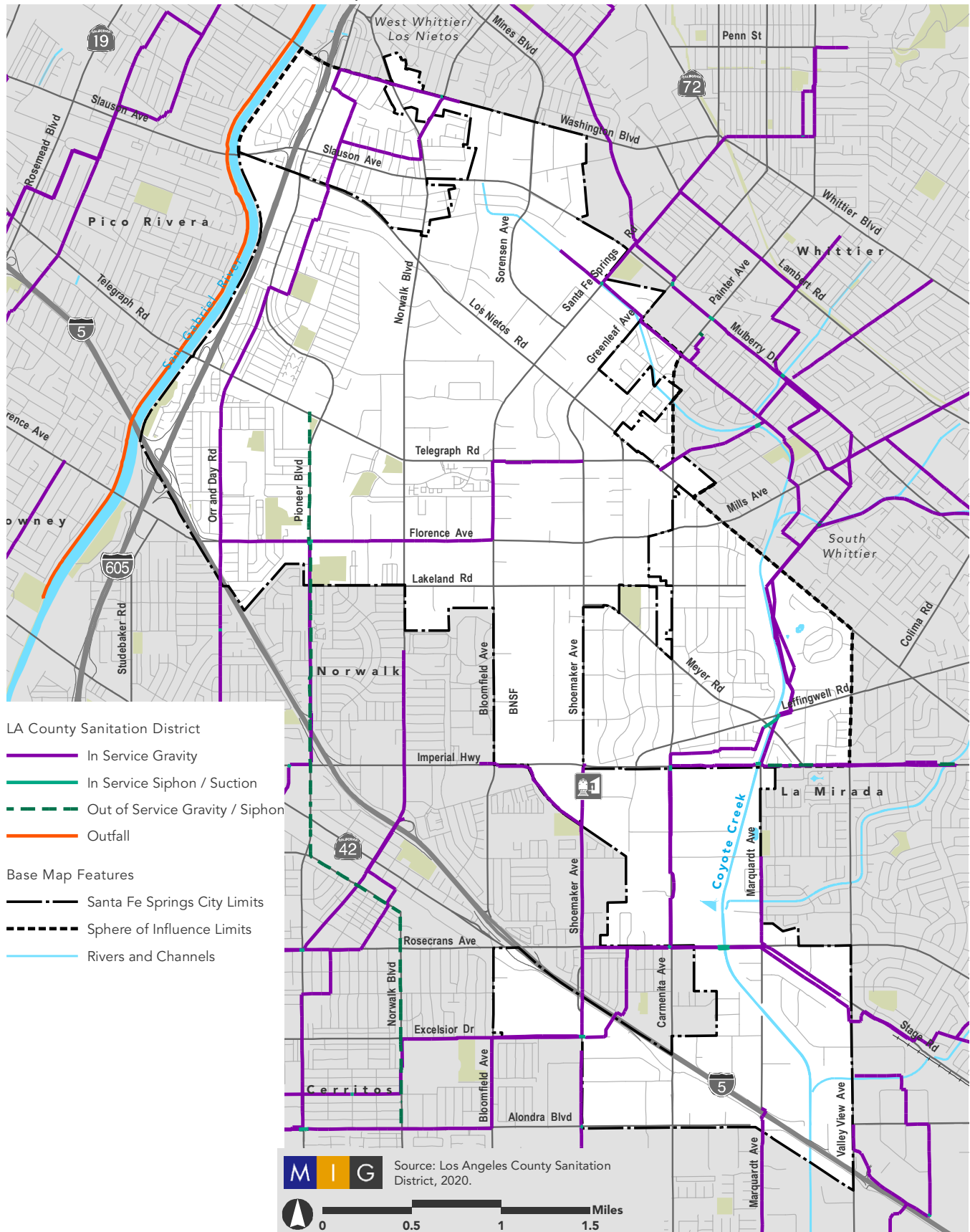
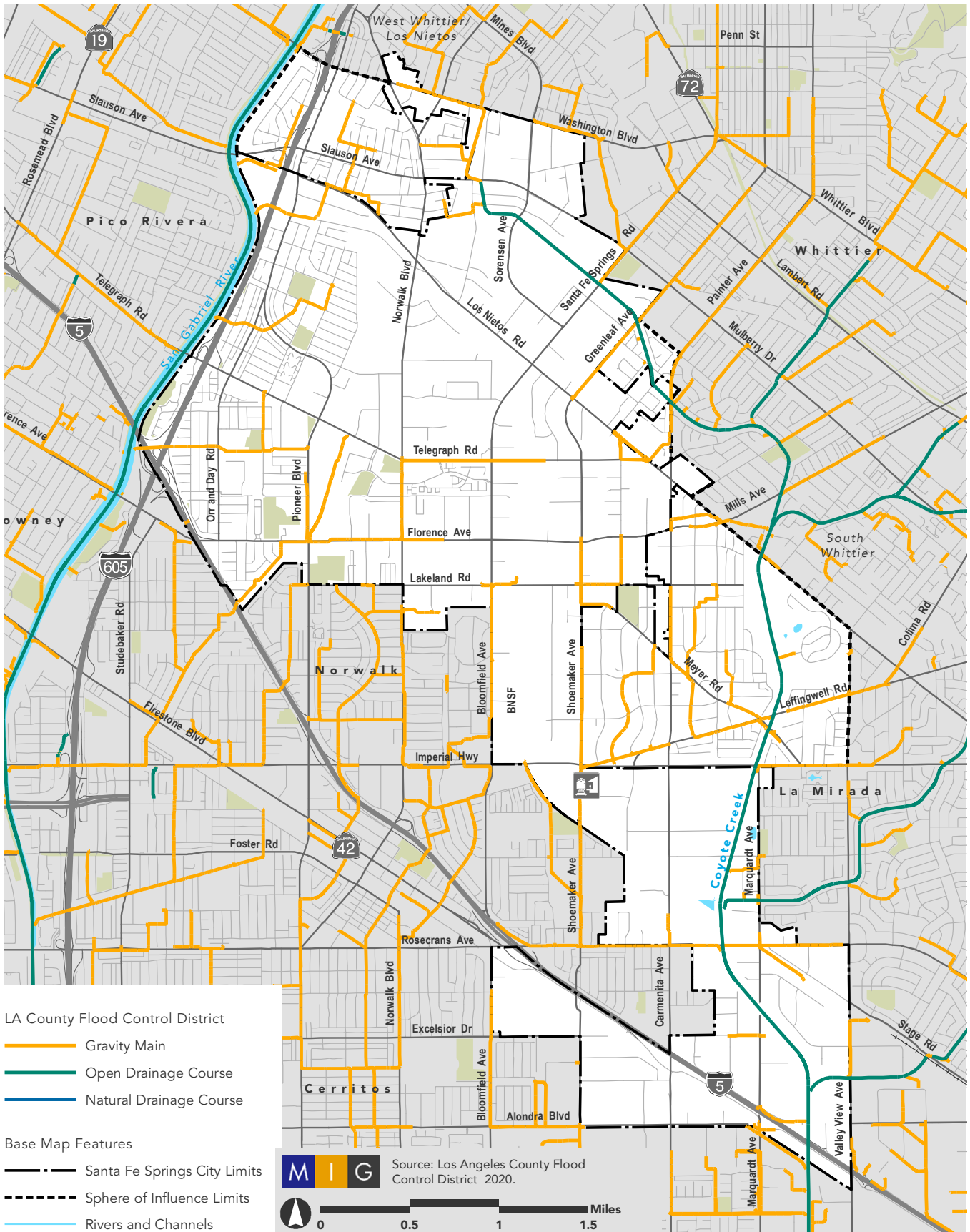


Figure C-11: Stormwater Facilities



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caused by increased impervious surfaces from land development. BMPs are designed to reduce stormwater volume, peak flows, and/or nonpoint source pollution through evapotranspiration, infiltration, detention, and filtration or biological and chemical actions. Types of BMPs include infiltration basins, bioretention, constructed wetlands, cistern, bioswales, green roof, and porous pavement.

Energy Utilities

Energy systems are essential to support daily activities, particularly the ones that provide power, cooling, heating, and lighting in Santa Fe Springs. Planning today for energy in the future allows the City to address long-term needs and the sustainability of energy sources.

Natural gas and electric power services are provided by the Southern California Gas Company and Southern California Edison, respectively. These service providers install and maintain mainline systems throughout the City and improve facilities over time as needed to respond to demand.

Solid Waste and Recycling

The solid waste that is produced requires dedication of land resources for disposal (in landfills) and energy resources for processing. Beginning in 1989, with the passage AB 939 (The Integrated Waste Management Act), the California legislature initiated statewide programs to reduce the amount of waste generated, ramp up recycling, and improve environmental conditions related to landfills. Since that landmark legislation, the State has continued to pass related laws, such as bans on single-use plastic bags, focused on reducing waste volumes, and limiting impacts on land, water, and air resources.

The City relies upon contract waste haulers to address State requirements for source reduction, recycling, and composting. Disposal of hazardous and electronic wastes are coordinated through County agencies.

While the City provides education to help residents and businesses understand the importance of disposing of all waste materials appropriately, illegal dumping does occur occasionally on vacant parcels. During quarterly citywide cleanup campaigns, known locations for illegal dumping are identified by Code Enforcement and pickup is coordinated with the City's contract waste services



CR&R Incorporated operates a fleet of solid waste and recycling collection truck in Santa Fe Springs.



Disadvantaged Unincorporated Communities

As required by Senate Bill 244, Disadvantaged Unincorporated Communities (DUCs) within or adjacent to a City’s sphere of influence are required to be identified in the General Plan, along with information regarding existing and planned water, sewer, flood control infrastructure, and fire protection services within those communities. DUCs are defined as inhabited unincorporated areas with an annual median household income that is less than 80 percent of the statewide annual median household income.

Five areas within Santa Fe Springs’ sphere of influence have been identified as DUCs, as shown on Figure C-12. Additional unincorporated areas within the City’s sphere exist, but they are not defined as DUCs because the median household exceeds the minimum.

DUC-1 is located in the West Whittier–Los Nietos unincorporated area of Los Angeles County, east of Norwalk Boulevard and south of Washington Boulevard. It primarily consists of single-family homes. DUC-2 and DUC-3 are located along the eastern boundary of the City, east of Greenleaf Avenue and west of Painter Avenue/Carmenita Road. DUC-2 consists of single-family homes, and DUC-3 consists of single-family homes and the Richard L. Graves Middle School. DUC-4 and DUC-5 are located in the Southern Whittier unincorporated area of Los Angeles County, west and south of Telegraph Road and east of Shoemaker Avenue and Laurel Avenue; predominant uses are large-lot single family homes, duplexes, triplexes, and fourplexes.

Water and Wastewater

Water services to the DUC areas are identified in Table C-4. All of the DUCs are fully developed. Limited opportunities for new development exist. The responsible water districts have not identified any constraints to continuing to serve these communities.

The local wastewater collection system is owned and operated by LACSD and maintained by CSMD. The wastewater collection system consists of sewer mains providing wastewater pipelines to homes, businesses,

and institutions. The collection system conveys wastewater to the San Jose Creek Water Reclamation Plant, Whittier Narrows Water Reclamation Plant, and Los Coyotes Water Reclamation Plant, which provide coagulated, filtered, and disinfected tertiary treatment. These three LACSD Water Reclamation Plants have capacities of 15 million gallons per day (mgd), 100 mgd, and 37.5 mgd, respectively. Long-range planning continually assesses demand associated with regional growth.

Flood Control

The storm drain system in Santa Fe Springs is maintained by the Los Angeles County Flood Control District (LACFCD). Local and regional stormwater runoff is conveyed through a network of mains and catch basins that are part of a massive regional system delivering discharge to the Pacific Ocean via the San Gabriel River and its tributaries. (Refer also to the Open Space and Conservation Element regarding the important groundwater recharge functions this system provides.)

Fire Services

Fire services for the West Whittier–Los Nietos and South Whittier unincorporated areas are provided by the Los Angeles County Fire Department (LACFD). The nearest fire station to DUC-1 and DUC-2 is LACFD Fire Station 17 located at 12006 Hadley Street in the City of Whittier. The nearest fire station to DUC-3, DUC-4, and DUC-5 is LACFD Fire Station 96 located at 10630 S. Mills Avenue in unincorporated Los Angeles County.

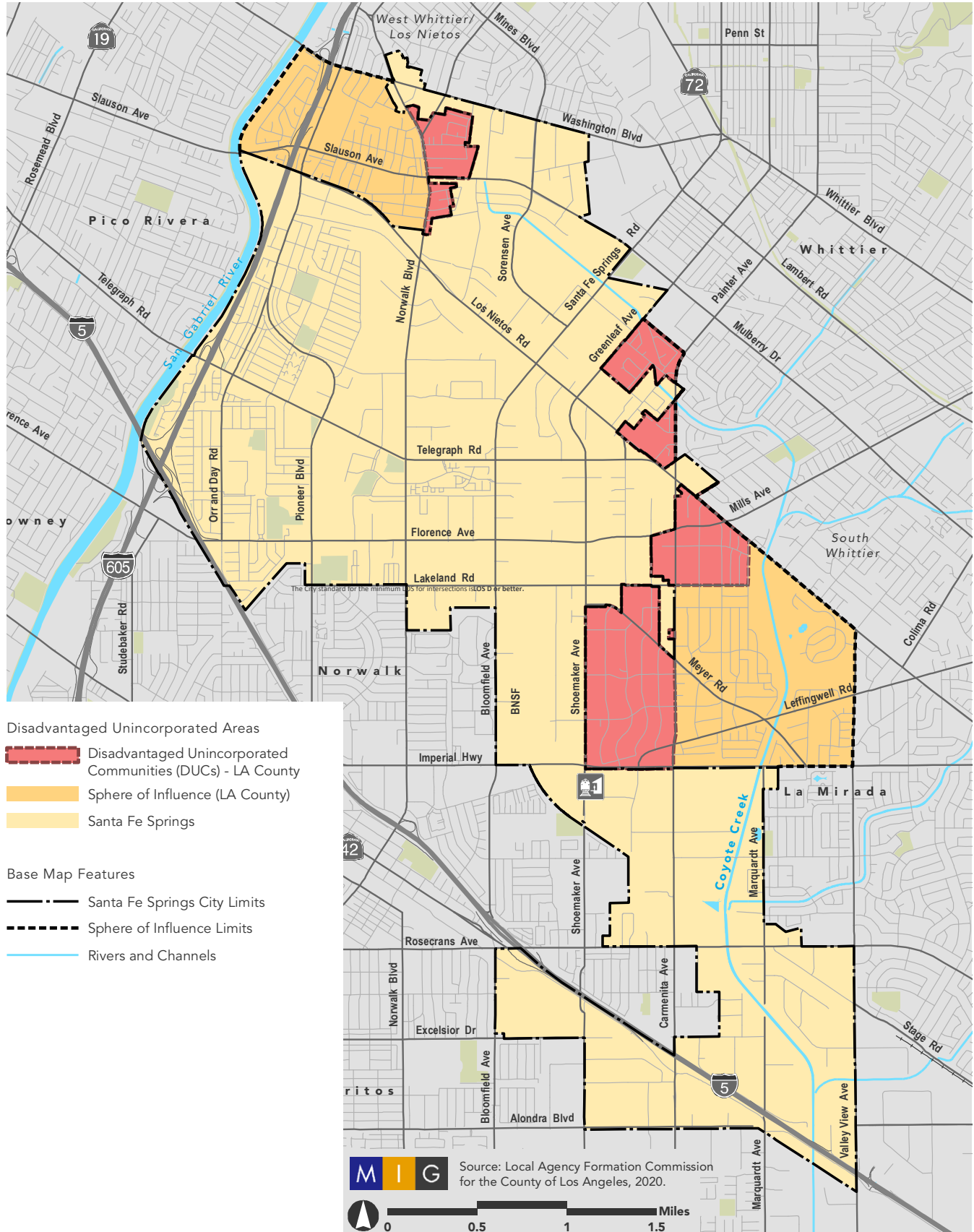
Table C-4: Disadvantaged Unincorporated Communities Water Districts

Disadvantaged Unincorporated Communities	Water Districts
DUC-1	San Gabriel Valley Water Company
DUC-2 and DUC-3	Suburban Water Systems
DUC-4 and DUC-5	Golden State Water Company

Figure C-12: Disadvantaged Unincorporated Communities



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Transportation Goals and Policies

The following goals and policies guidance in addressing the current and future challenges the City will confront.

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

Complete Streets

GOAL C-1: A MULTIMODAL MOBILITY NETWORK THAT EFFICIENTLY MOVES AND CONNECTS PEOPLE, DESTINATIONS, VEHICLES, AND GOODS

- Policy C-1.1:** **Multi-Modal.** Use a multimodal approach when pursuing street and other transportation network improvements, including accommodating pedestrians, cyclists, transit riders, and motor vehicles, and that accounts for land use and urban form factors that affect accessibility. **ADT**
- Policy C-1.2:** **Complete Streets.** Implement where feasible, complete streets strategies to accommodate all users of different ages and abilities. **ADT**
- Policy C-1.3:** **Street Classification.** Designate a street’s functional classification based upon its current dimensions, land use and urban form context, and priority for various users and transportation options. **ADT**
- Policy C-1.4:** **Context-Sensitive Improvements.** Pursue context-sensitive complete streets strategies that recognize the City’s various neighborhoods and community character and geographic complexity. **HS**
- Policy C-1.5:** **Transportation Priority.** Prioritize transportation improvements that enhance safety, access, convenience, and affordability to the established street and transportation system within disadvantaged communities. **ADT**



GOAL C-2: STREETS DESIGNED AND MANAGED TO EASE ACCESS FOR ALL USERS

- Policy C-2.1:** **Accessibility.** Identify and evaluate the transportation system for potential improvements to accommodate seniors and disabled persons and to comply with Americans with Disabilities Act (ADA) requirements.

EI
- Policy C-2.2:** **Senior Transportation.** Identify multiple mobility options, including paratransit, to help improve access and connectivity for senior and/or disabled persons.

EI
- Policy C-2.3:** **Rights-of-Ways.** Use available public rights-of-ways to provide wider sidewalks, bicycle lanes, trail facilities, and transit amenities.

ADT
- Policy C-2.4:** **Equity.** Plan for the equitable treatment of all transportation users when planning and constructing transportation projects through a transparent and fair process.

EI
- Policy C-2.5:** **Universal Access:** Ensure accessibility of pedestrian facilities to the elderly and mobility impaired.

EI
- Policy C-2.6:** **Increasing Access of Vulnerable Populations.** Identify strategies and physical improvements to remove mobility barriers and to reduce travel time for vulnerable populations, including low-income households, seniors, and children within all areas of the communities, but also prioritize Disadvantaged Communities areas.

EI

- Policy C-2.7:** **Micromobility.** Plan for future micromobility within the City by considering use within public right-of-way and parking facilities, address public safety, and utilize pilot programs and demonstrations to evaluate potential systems in the City.

T
- Policy C-2.8:** **Community Engagement.** Involve the community and expand education in transportation planning and project design decisions for improving the transportation infrastructure and mobility network.

EJ
- Policy C-2.9:** **Sidewalk Maintenance and Upkeep.** Ensure established sidewalks and related physical improvements are preserved and maintained to provide a comfortable, safe, and desirable experience.

ADT

Active Transportation

GOAL C-3: ACTIVE TRANSPORTATION NETWORK: CONNECTED STREET NETWORK FOR PEDESTRIANS AND CYCLISTS

- Policy C-3.1:** **Promote Walking.** Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

ADT
- Policy C-3.2:** **Pedestrian Facilities.** Improve established pedestrian facilities and sidewalk areas, and require the inclusion of pedestrian facilities in new development.

ADT
- Policy C-3.3:** **Pedestrian Priority Zones.** Create pedestrian priority

ADT



zones around transit stations and along heavily traveled corridors to connect community facilities, commercial centers, and activity areas.

Policy C-3.4:



Connectivity. Require that new developments increase connectivity through convenient pedestrian and bicycling connections to the established and planned active transportation network.

Policy C-3.5:



Innovative Bicycle and Pedestrian Connections. Investigate the use of easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets by cyclists and pedestrians.

Policy C-3.6:



Active Transportation Facilities. Promote and encourage active transportation improvements to improve connectivity and increase physical activity and healthier lifestyles.

Policy C-3.7:



Bicycle Facilities. Plan for new shared-use paths, bicycle lanes, buffered bicycle lanes, bicycle routes, and bicycle boulevards that establish a comprehensive bicycle network citywide.

Policy C-3.8:



Bicycle Parking. Establish standards for bicycle parking that include racks and locks and integrate bike parking facilities within all community facilities and activity areas, and consider parking reductions for

commercial developments that provide bicycle parking.

Policy C-3.9:



San Gabriel River. Improve connectivity to the San Gabriel River Trail, including access to parks and open spaces along the river.

Policy C-3.10:



Wayfinding. Develop a comprehensive bicycle and pedestrian wayfinding signage and pavement marking system program to guide visual connectivity to destinations such as parks, schools, landmarks, transit stations, community facilities, and activity centers.

Policy C-3.11:



Sidewalks Gaps. Prioritize adding new sidewalks to streets either lacking sidewalks on both sides of the streets or on one side of the street, with added priority in disadvantaged communities.

Policy C-3.12:



Sidewalks Widening. Evaluate widening sidewalks and/or offsetting sidewalks from the curb face to accommodate pedestrians along major transit routes and around planned and established transit stations.

Policy C-3.13:



Pedestrian and Bicycle Safety. Prioritize street and sidewalk improvements along streets and intersections with high activity of vehicle collisions involving pedestrians and bicyclists



Transit

GOAL C-4: A COMPREHENSIVE TRANSIT SYSTEM THAT PROVIDES CONVENIENT AND RELIABLE TRANSIT ACCESS TO RESIDENTIAL NEIGHBORHOODS AND ACTIVITY DESTINATIONS

Policy C-4.1: **Transit Stops and Station.** Develop approaches and coordinate with other agencies to create comfortable, functional, informational, and safe transit shelters for bus stops and rail stations.

Policy C-4.2: **Transit Rider Needs.** Consult with all transit agencies operating in the City to ensure bus services and facilities meet the needs of residents and the business community, specifically targeting specific populations such as residents in high transit ridership areas, senior populations, school-age children, and residents living in disadvantaged communities.

Policy C-4.3: **First/Last Mile.** Encourage first/last mile infrastructure improvements, mobility services, transit facilities and amenities, and signage/wayfinding solutions to all bus stops and transit stations.

Policy C-4.4: **Transit Improvement Priority.** Prioritize transit and bus connectivity and access improvements within disadvantaged communities.

Policy C-4.5: **Improve Transit Access.** Improve multi-modal access to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station, including bicycle, micromobility, and pedestrian connections and

improvements.

Policy C-4.6: **Metro L Line Expansion.** Consult with Metro during the planning and construction phases of the Metro L line and station along Washington Boulevard to ensure improvements achieve the City’s connectivity and land use objectives.

Policy C-4.7: **Metro C Line Expansion.** Consult with regional partners and Metro to encourage expansion of the Metro C Line from its terminus in Norwalk to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station.

Policy C-4.8: **Light Rail Stations.** Consult with Metro to establish appropriate light rail stations that consider local context and provide opportunities for attractive design, placemaking, and integrating public art and amenities that reflect the City of Santa Fe Springs’ community and culture.

Policy C-4.9: **Transit.** Require new development to post current transit and bus schedules and operating system information within communal gathering areas to encourage greater participation in public transportation.



Goods Movements

GOAL C-5: A MULTI-MODAL FREIGHT TRANSPORTATION SYSTEM THAT FACILITATES THE EFFECTIVE TRANSPORT OF GOODS WHILE MINIMIZING NEGATIVE IMPACTS ON THE COMMUNITY.

Policy C-5.1: **Truck Routes.** Provide primary truck routes on selected arterial streets identified in Figure C-9 with direct connections to the freeway system, and where necessary, place restrictions on other streets to minimize the impacts of truck traffic on residential and commercial/retail areas.

ADT

Policy C-5.2: **Minimize Community Impacts.** Investigate means to establish buffers such as walls, landscape screening, and/or barriers along truck, rail, and freeway routes and adjacent to rail yards to minimize noise, vibration, and aesthetics impacts.

HS

Policy C-5.3: **Street Design to Accommodate Trucks.** Require that all new construction or reconstruction of streets or corridors that are designated as truck routes be designed, constructed, and maintained to accommodate projected truck volumes and weights.

ADT

Policy C-5.4: **Minimize Truck Maneuvering on Streets.** Implement site design solutions or restrictions on new uses and development to minimize truck maneuvering on streets with substantial traffic during periods of high traffic volumes.

HS

Policy C-5.5: **Minimize Roadway Damage.** Ensure that warehousing, logistics facilities, truck and container yards, and similar truck-heavy uses pay a fair share of the cost of repairing extensive damage and/or the cost of reconstructing established City roads caused by truck trips and excessive container weight.

HS

Policy C-5.6: **Railroad Crossing Improvements.** Pursue funding and innovative solutions to improve at-grade crossing safety improvements at all railroad and street/sidewalk crossings, with the goals of minimizing congestion and collisions and enhancing pedestrian and vehicle safety.

HS

Policy C-5.7: **Hazardous Materials Transport.** Provide for the safe and expeditious transport of hazardous and flammable materials.

CSE

Policy C-5.8: **Parcel Delivery.** Develop a comprehensive curb management strategy to manage loading/unloading areas for local parcel and package deliveries within areas requiring high delivery demands and to minimize local congestion and illegal parking.

HS

Policy C-5.9: **Residential Parcel Delivery.** Monitor parcel delivery activities within residential neighborhoods to minimize impacts.

HS



Street Design and Standards

GOAL C-6: STREET DESIGNS THAT ACCOMMODATE TRANSPORTATION MODES AND USERS OF ALL ABILITIES

Policy C-6.1:

Pedestrian Projects.

Incorporate new crossing treatments, curb treatments, signals and beacons, traffic-calming measures, and transit stop amenities identified in the Active Transportation Plan.

HS

Policy C-6.2:

Street Rehabilitation. Pursue a street rehabilitation plan that prioritizes street paving and resurfacing based on street condition, type of repair, cost effectiveness, and amount of vehicle and truck traffic that is implemented in an equitable manner.

HS

Policy C-6.3:

Crosswalks. Consider improvements at intersections or mid-blocks to improve crosswalk conditions, including more visible street markings and accommodating universal design standards.

HS

Policy C-6.4:

Context Sensitive Street Design. Maintain and implement street system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, and associated features such as landscaping buffers and building setback requirements.

HS

Policy C-6.5:

Driveway Access. Require the driveway access points onto arterial roadways be limited in number and location to ensure the smooth and safe flow of vehicles and bicycles.

HS

Policy C-6.6:

Safe Routes to School.

Prioritize safety improvements to intersections, sidewalks, and crosswalks around schools and consult with schools to identify safe and efficient drop off and pick up routes around school sites.

HS

Policy C-6.7:

Green Streets. Integrate a green street approach into street improvements to address/include stormwater management, urban greenery, and sustainable landscaping improvements.

CSE

Policy C-6.8:

Streetscape Aesthetics.

Promote an enhanced aesthetic image through streetscaping, median improvements, and careful implementation of non-essential signage.

HS

Policy C-6.9:

Interim Design Strategies.

Consider interim or temporary pilot strategies to integrate a parklet along a curb, transition a narrow corridor to a pedestrian route, or redesign a complex intersection before considering permanent and long-term solutions.

HS

Policy C-6.10:

Improvement Consultation.

Consult with applicable regional, State, and federal agencies on freeway and roadway improvements and transportation plans and proposals.

HS



Transportation Management

GOAL C-8: A TRANSPORTATION SYSTEM DESIGNED TO REDUCE VEHICLE MILES TRAVELED

Policy C-8.1:



Reducing Vehicle Miles Traveled. Integrate transportation and land use decisions to reduce vehicle miles traveled and greenhouse gas emissions.

Policy C-8.2:



Transportation Management Strategies. Evaluate the potential of transportation demand management strategies and intelligent transportation system applications to reduce vehicle miles traveled.

Policy C-8.3:



Employee Incentives. Encourage businesses to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, cycling, and walking).

Policy C-8.4:



Air Quality. Encourage the implementation of employer transportation demand management requirements included in the South Coast Air Quality Management District's Regulations.

Policy C-8.5:



Employee Work Hours Variability. Encourage businesses to use flextime, staggered working hours, telecommuting, and other means to lessen peak commuter traffic.

Policy C-8.6:



Ridesharing. Promote ridesharing through publicity and provision of information to the public through web-based

apps and other approaches through collaboration with other agencies and jurisdictions.

Policy C-8.7:



Caltrans Consultation. Consult with Caltrans regarding freeway improvements that can affect City roadways and businesses.

GOAL C-9: A STREET NETWORK MANAGED TO MINIMIZE CONGESTION AND TRAFFIC IMPACTS

Policy C-9.1:



Traffic Impacts Mitigation. Require new development projects to mitigate off-site traffic impacts consistent with City policy and regulations.

Policy C-9.2:



Traffic Impact Analysis. Require new developments to include a traffic impact analysis.

Policy C-9.3:



Cut-Through Traffic. Design local and collector streets and apply appropriate enforcement and education programs to discourage cut-through traffic through residential neighborhoods.

Policy C-9.4:



Traffic Signals. Require new development to install traffic signals at intersections or arterials which, based on individual study, are shown to satisfy traffic signal warrants.

Policy C-9.5:



Jurisdiction Consultation. Consult with neighboring jurisdictions to ensure that the cumulative traffic impacts of development projects do not adversely impact the City of Santa Fe Springs.



Parking

GOAL C-10. SUFFICIENT, WELL-DESIGNED, AND CONVENIENT OFF-STREET PARKING FACILITIES

Policy C-10.1: **Parking Programs.** Establish parking management plans, preferential permit parking districts, and/or parking programs that address parking problems and minimize neighborhood parking overflow, where needed.

HS

Policy C-10.2: **Parking Enforcement.** Ensure equitable and fair parking enforcement practices.

HS

Policy C-10.3: **Parking Consolidation.** Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

HS

Policy C-10.4: **Sufficient Parking.** Periodically review City parking requirements to make certain that all development provides sufficient on-site parking and that parking standards reflect industry best practices.

HS

Policy C-10.5: **Parking Landscaping and Maintenance:** Require parking areas to be well landscaped and maintained and well lighted.

HS

Transportation Technology

GOAL C-11: IMPLEMENTING PROMISING TECHNOLOGICAL ADVANCES AND CHANGES IN USE OF MOBILITY SERVICES

Policy C-11.1: **Traffic Signal Coordination.** Implement traffic signal coordination on arterial streets to the maximum extent practical and integrate signal coordination efforts with those

T

of adjacent jurisdictions.

Policy C-11.2: **Mobile Technology.** Encourage the use of mobile or other electronic devices with similar on-demand hailing functions, particularly for seniors, the disabled, and other mobility challenged persons.

T

Policy C-11.3: **Intelligent Transportation Systems.** Implement intelligent transportation systems strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real-time parking availability information—to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, and cyclists.

T

Policy C-11.4: **Autonomous Vehicles.** Update, when warranted, existing transportation systems and policies as autonomous and automated vehicles and their attendant facilities are developed locally and regionally.

T

Policy C-11.5: **Performance Analysis Measures.** Utilize technology to create performance measures to interpret data metrics of vehicles, bicycling, walking, and transit usage within streets, sidewalks, and public facilities.

T



Infrastructure Goals and Policies

Water

GOAL C-12: A SUSTAINABLE AND RELIABLE WATER SUPPLY

Policy C-12.1: Adequate Water Supply. Ensure adequate sources of water supply sufficient to serve existing and future development, and consider long-term climate change impacts to water demand and supply.



Policy C-12.2: Water Conservation. Enforce conservation measures that eliminate or penalize wasteful uses of water as a response to drought, climate change, and other threats to adequate water supply.



Policy C-12.3: Reclaimed Water: Continue the development of the reclaimed water system to serve landscaped areas and industrial uses when financially feasible.



Policy C-12.4: Water Rates. Derive water rates that are fair and equitable to make certain financial sufficiency to fully fund operating and capital costs and meet water reserve requirements.



Policy C-12.5: Water Quality. Comply with all applicable water quality standards.



Policy C-12.6: Water Mains Repair. Maintain a program to replace leaking water mains and test and replace old water meters as needed.



Policy C-12.7: Urban Water Management Plan. Update the Urban Water Management Plan in accordance with the California Urban Water Management Planning Act.



Policy C-12.8: Water Infrastructure. Identify and prioritize capital improvements to construct new and replacement wells, pumping plants, and reservoirs consistent with applicable master plans.



Policy C-12.9: Water Conservation. Promote cost-effective conservation strategies and programs that increase water use efficiency.



Policy C-12.10: Emergency Water Connections. Maintain emergency connections with local and regional water suppliers in the event of delivery disruption or natural disaster.



See Open Space and Conservation Element for goals and policies related to clean water.

Wastewater System

GOAL C-13: A SANITARY SEWER SYSTEM WITH CAPACITY TO ACCOMMODATE FUTURE GROWTH

Policy C-13.1: Wastewater Capacity. Monitor and analyze wastewater systems capacity and determine costs to construct relief wastewater systems as needed.



Policy C-13.2: Sanitation District Consultation. Consult with Los Angeles County Sanitation Districts to ensure all trunk sewers are maintained.





Policy C-13.3: **Industrial Waste Inspection.** Maintain an Industrial Waste Inspection and Regulation Program with all costs paid by industrial waste dischargers.

CSE

Policy C-13.4: **Unacceptable Waste Discharge.** Prevent unacceptable wastes from being discharged into the wastewater system.

CSE

Policy C-13.5: **Wastewater Technology.** Explore new technologies that treat and process wastewater onsite to reduce overall capacity needs of the centralized wastewater system.

T

Stormwater Infrastructure

GOAL C-14: A SUSTAINABLE AND RESILIENT STORMWATER SYSTEM

Policy C-14.1: **Green Infrastructure.** Promote green infrastructure projects that capture stormwater for reuse, improved water quality, and reduced flooding risk, including but not limited to permeable pavements, rain gardens, bioswales, vegetative swales, infiltration trenches, green roofs, planter boxes, and rainwater harvesting/rain barrels or cisterns for public and private projects.

CSE

Policy C-14.2: **Storm Drain.** Expand and maintain local storm drain facilities to accommodate the needs of existing and planned development, and to ensure it has capacity to withstand more frequent and intense storms and extreme flooding events; prioritize areas that have known drainage capacity issues.

CSE

Policy C-14.3: **Storm Drain Pollution.** Implement all appropriate programs and requirements to reduce the amount of pollution entering the storm drain system and waterways.

ARC

Policy C-14.4: **Surface Water Infiltration.** Encourage site drainage features that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.

CSE

Policy C-14.5: **Permeable Surfaces.** Encourage the reduction of impervious surfaces by discouraging excess parking areas, enforcing low-impact development and best management practices treatment methods, and increasing greenery, as well as increasing the City’s inventory of green spaces.

CSE

Communications

GOAL C-15: MODERNIZED COMMUNICATION SYSTEMS THAT MEET THE COMMUNITY NEEDS

Policy C-15.1: **Wi-Fi at Public Spaces.** Encourage wi-fi connectivity at community facilities, public spaces, and parks to promote, encourage, and expand internet access.

T

Policy C-15.2: **Telecommunications Partnerships.** Partner with service providers to ensure access to a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies.

T



Policy C-15.3: **Modernization.** Pursue technological modernization of City operations, equipment, and facilities to improve efficiencies and services, as feasible.



Policy C-15.4: **Broadband.** Expand and modernize broadband and related infrastructure for all areas in the City.





CHAPTER 5

ECONOMIC DEVELOPMENT ELEMENT

Introduction..... ED-1

The Context – Planning for a Prosperous
and Resilient Local Economy ED-2

Goals and Policies ED-9



Re-Imagine
Santa Fe Springs

2040 GENERAL PLAN



Heritage Springs Business Complex

Located at the corner of Norwalk Boulevard and Telegraph Road, the Heritage Springs Business Complex is comprised of two high-identity office buildings and ground-floor retailers and restaurants. The complex has a bridge that connects to the Heritage Springs Sculpture Garden.



ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

While an Economic Development Element is not a statutorily required part of a community's General Plan, economic development goals and initiatives have a bearing on several other elements. The Land Use Element inherently addresses economic development by designating the types and intensities of planned uses. Policies in the Circulation Element call for improvements necessary to support the land use plan and to attract and support desired uses. Explicitly stating economic development objectives in this focused Economic Development Element strengthens the City's position and communicates to businesses and industries Santa Fe Springs' goals regarding business attraction and retention, key target industries, and workforce development.

For context, this element first provides an overview of Santa Fe Springs' unique economic setting and associated fiscal challenges and opportunities, all of which are affected by economic development choices made by City staff and the City Council. The goals and policies that follow respond to the context and reflect a long-range view, align with the General Plan Guiding Principles, parallel land use policy direction, and provide the foundation for an Economic Development Strategic Plan being prepared in tandem with this Element. The Strategic Plan will have a slightly different focus from the Element, providing more detailed short-term and long-term recommendations to guide annual budgeting and staffing decisions.



Heritage Corporate Center



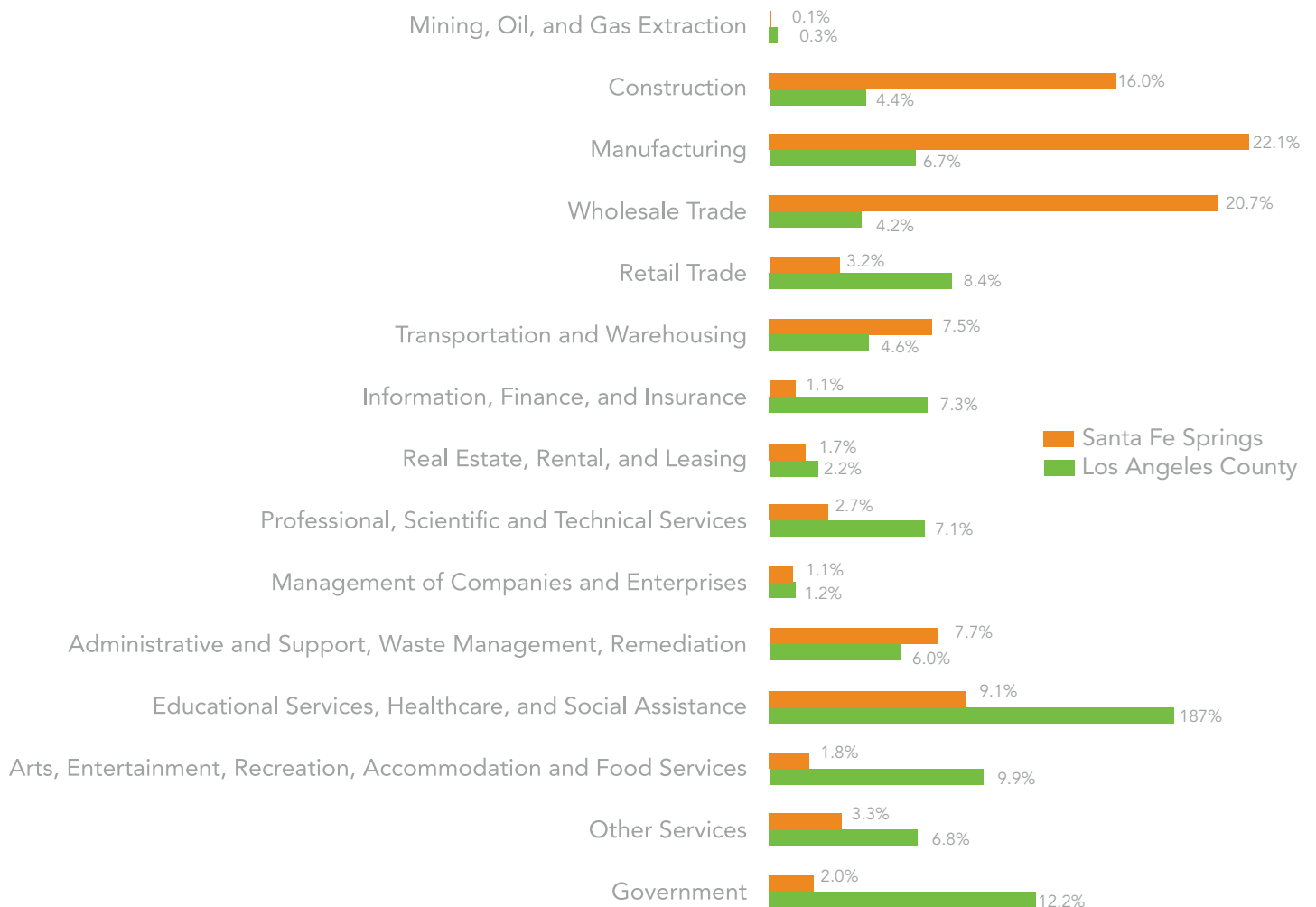
The Context – Planning for a Prosperous and Resilient Local Economy

Unique Composition of the Santa Fe Springs Economy

Described as a city that is “industrial by design,” the unique composition of the Santa Fe Springs economy is in part intentional and in part due to its special locational attributes: the City’s location in the heart of the Los Angeles region, with frontage on I-5 and I-605 that connect readily to the Ports of Los Angeles and Long Beach and cities and counties throughout Southern California. The City is recognized regionally as a

predominantly industrial community. Figure ED-1 shows the extent to which the City’s economic base differs from the standard composition of a jurisdiction, such as Los Angeles County. In 2020, manufacturing, wholesale trade, and transportation/warehousing represented just over 50 percent of the jobs base compared to 15 percent in the County.

Figure ED-1: Percentage of Jobs by Industry, Santa Fe Springs and Los Angeles County (2020)



Note that this data source is generally more inclusive of categories of employment, such as self-employment, etc. so these figures will not necessarily match those from other sources that might appear in the General Plan.



The preponderance of industrial uses in the City, and the relatively small residential population, create an atypical jobs/housing ratio for Santa Fe Springs, as illustrated in Table ED-1. The jobs/housing ratio in Santa Fe Springs far exceeds that of both the County and the region, the latter two of which represent more standard conditions. Ratios above these averages are typically associated with large cities which often have several large employment centers.

In 2020-21, Santa Fe Springs undertook a series of market and economic development studies to understand industry growth/retraction trends in the City. One study examined the local economy during that time period and compared it to longer-term performance relative to regional and national benchmarks. The study evaluated the City’s economy in terms of industry “clusters,” which are groups of interrelated industry sectors whose growth potential within a region tends to be closely aligned. The study considered “**local**” clusters (composed of industries that primarily serve customers within the immediate region) as well as “**traded**” clusters that export goods and services beyond the region (i.e., nationally and globally). The concept of industry clusters is an effective framework for economic development programming since it reflects a holistic understanding of the regional economic conditions driving the growth, or retraction, of individual sectors.

The industry cluster study identified 12 potential clusters for the City’s industry targeting program, a key aspect of economic development implementation. Given ongoing changes in national and global economic conditions, the targeted clusters are likely to be adjusted over the life of

this General Plan, but the current list provides a general “snapshot” of economic strengths/trends at the time of the General Plan update (2020-21).

As shown on the table below, the 12 target clusters are categorized based on two strategic approaches to industry targeting:

- **Build on Santa Fe Springs’ core strengths** in clusters that represent: a) strong continuing growth opportunities or b) clusters that are growth-challenged nationally and would therefore benefit from efforts to help retain them in the City.
- **Tap into dominant regional clusters** not well represented in Santa Fe Springs by leveraging Santa Fe Springs’ competitive strengths to capture increasing shares of projected County employment growth in certain sectors.

Table ED-1: Jobs/Housing Ratios

	Santa Fe Springs	Los Angeles County	SCAG region
Jobs (2017)	57,171	4,767,204	8,465,304
Housing units (2018)	5,494	3,546,863	6,629,879
Jobs/housing ratio	10.41	1.34	1.28

Source: Profile of the City of Santa Fe Springs. Southern California Association of Governments (SCAG), 2019.



Table ED-1: Jobs/Housing Ratios

Strategic Approach	Local-Serving Clusters	"Traded" Clusters
Build on (or facilitate repositioning of) Santa Fe Springs existing core strengths	<ul style="list-style-type: none"> » Local Logistical Services* » Local Real Estate, Construction, and Development » Local Commercial Services » Local Motor Vehicle Products and Services 	<ul style="list-style-type: none"> » Paper and Packaging » Metalworking Technology » Medical Devices » Distribution and Electronic Commerce
Tap into dominant County industry clusters that are not currently well represented in the city		<ul style="list-style-type: none"> » Video Production and Distribution » Apparel » Music and Sound Recording » Transportation and Logistics

Source: The Natelson Dale Group, 2021.

Note: *Local Logical Services primarily contains establishments that offer local passenger transportation and local transportation of freight and goods, including moving companies and couriers. This cluster also includes local storage facilities, truck and RV leasing, and passenger car rental services

Fiscal Conditions Related to Economic Base

Land use decisions have a direct impact on a city’s long-term fiscal strength. A “fiscally optimal” land use mix generates sufficient municipal revenues to support excellent municipal services for the city’s residents, businesses and visitors. The largely industrial land use mix in Santa Fe Springs creates several unique strengths and challenges from a fiscal perspective:

- **Strength:** Exceptionally strong sales tax base. In general, communities with high jobs-housing ratios are in an advantageous position fiscally since revenue-intense industrial/commercial land uses provide a disproportionately large sales tax base relative to the size of the resident population. In the case of Santa Fe Springs, nearly three-quarters of the City’s General Fund revenues are derived from sales, transaction and use taxes, (see Figure ED-2).
- **Strength:** Higher sales tax revenues from retail/restaurant businesses than would be expected

based on the City’s population. While a lesser component of City sales taxes than B2B taxes (above), these tax receipts far outpace what the City would receive based simply on the retail/restaurant purchases made by the resident population. Sales tax revenues are thus partly attributable to purchases made by daytime employees and residents in neighboring cities.

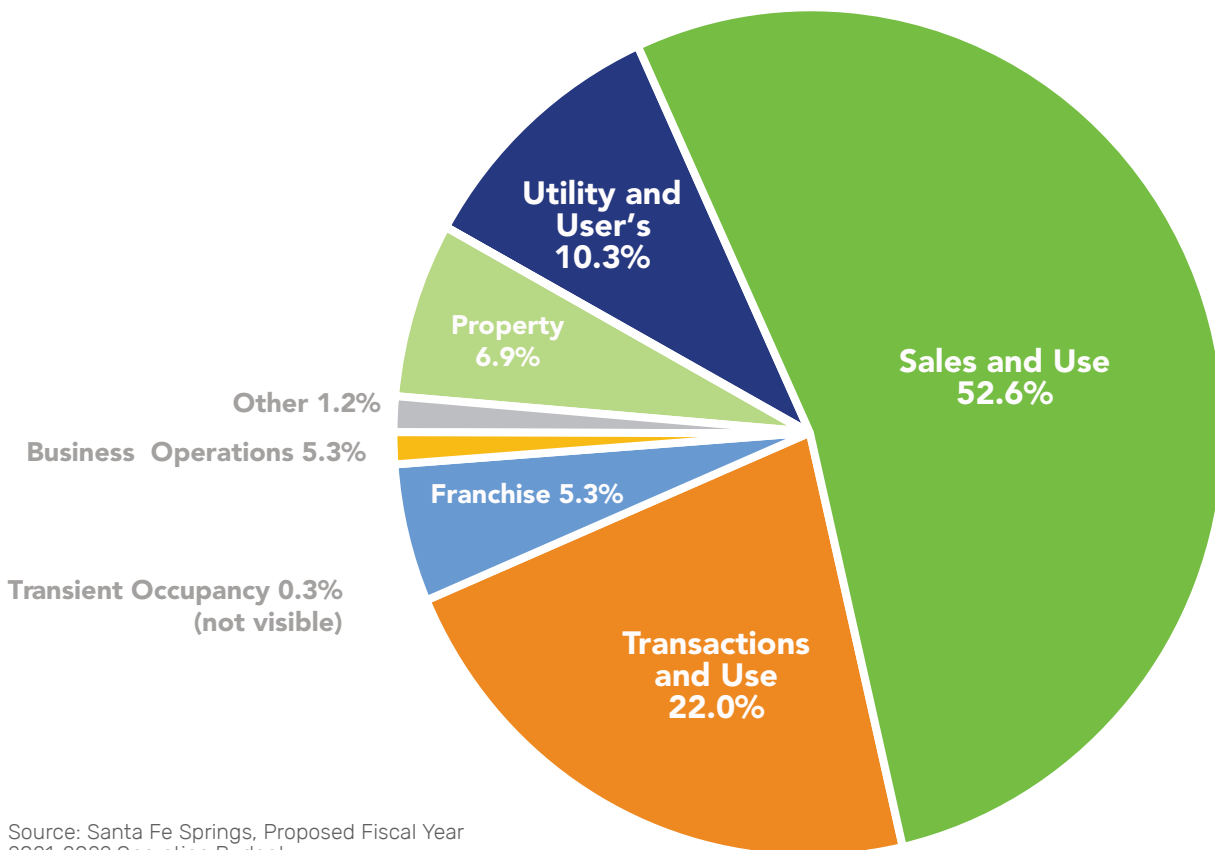
- **Challenge.** A growing proportion of the business base is in logistics/warehousing industries. With some notable exceptions (e.g., e-commerce fulfillment centers classified as “point of sale” locations for sales tax purposes), logistics/warehousing facilities tend to be relatively low sales tax generators. At the same time, the high truck traffic levels associated with these uses can degrade streets and thus generate costs that significantly exceed their fiscal benefits.



- Challenge.** Discontinuation of redevelopment agency. The dissolution of redevelopment agencies in California in 2012 affected communities throughout the state but was particularly disadvantageous to Santa Fe Springs due to the large base of commercial/industrial properties, for which redevelopment activities were especially beneficial from both land use and fiscal perspectives. Not only were significant tax increment revenues lost, the City was forced to implement reductions in staff who would otherwise be available to expedite permitting for new commercial and industrial firms. This potentially undermines the City’s reputation as an exceptionally business-friendly location.

City revenues by major source categories, as of 2020, are shown on Figure ED-2, which demonstrates the major role that sales taxes contribute to the budget and the relatively minor role of property taxes in comparison. Expenditures by department and for capital improvements are shown on Figure ED-3.

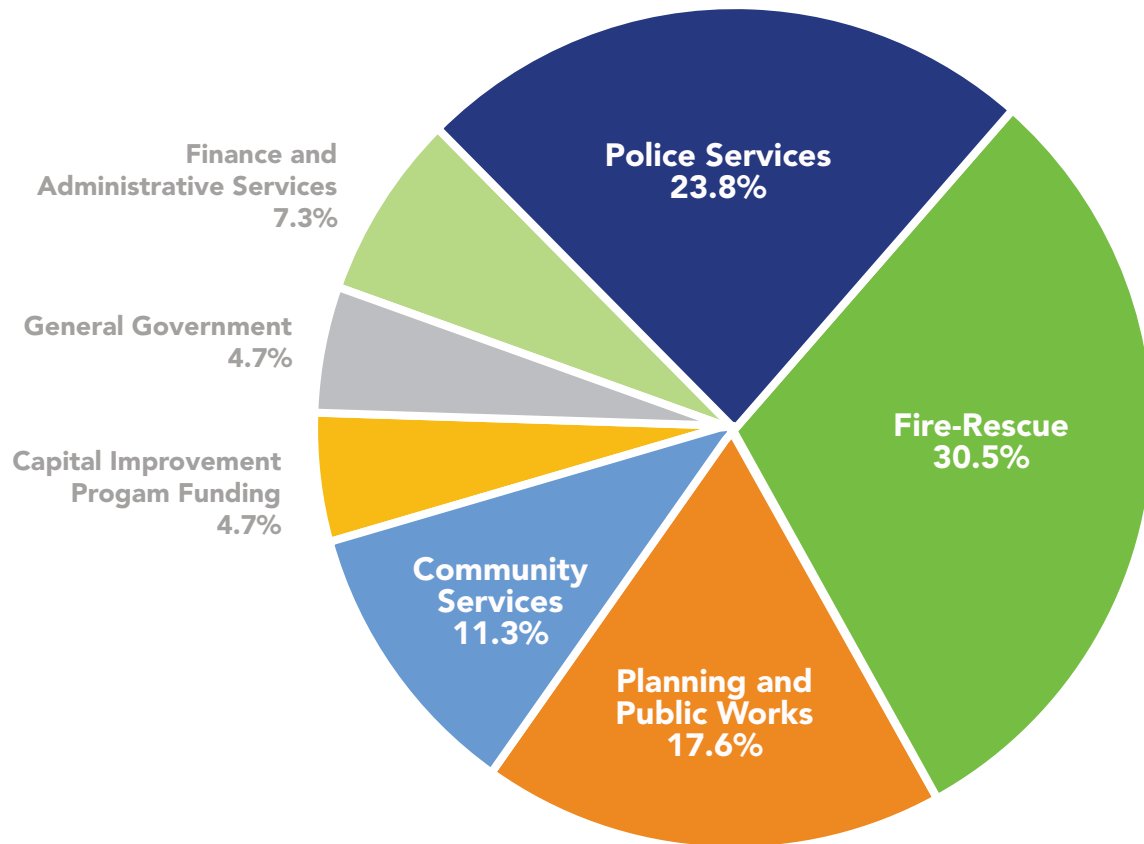
Figure ED-2: City Revenues by Major Source Categories (2020)



Source: Santa Fe Springs, Proposed Fiscal Year 2021-2022 Operating Budget.



Figure ED-3: Expenditures by Department and Capital Improvements (2020)



Source: Santa Fe Springs, Proposed Fiscal Year 2021-2022 Operating Budget.

Figure ED-4 highlights Santa Fe Springs' advantage with respect to high levels of taxable retail sales, shown on a per capita basis to facilitate comparisons with typical conditions, represented by the per capita figures for Los Angeles County. Note that these figures do not include the B2B categories that make up the bulk of taxable sales in the City. The data show that per capita taxable sales in Santa Fe Springs exceed those of the County in total sales and in every retail category by wide margins, most likely due to a combination of the very large daytime population in the City and capture of expenditures by some residents of neighboring cities.

Figure ED-5 provides a visual reference for multiple issues related to fiscal conditions in Santa Fe Springs, including the distribution of population in and around the City compared to the nonresidential areas, and the concentration of retail employment (as a proxy for

retail business locations) citywide. The concentration of retail activity on the periphery, and otherwise not ideally situated with respect to the resident population or the workforce (represented by areas where the resident population is low), give some indication of potential gaps in serving the local market. On the other hand, these peripheral locations are advantageous for capturing market segments from outside Santa Fe Springs.

Maintaining economically functional, balanced relationships among land uses

Given the existing land use, industry mix and fiscal conditions described above, the City will face the following economic development challenges in the coming years: 1) balancing the needs of the relatively small resident population with those of the business community, by far the largest segment of occupants as

Figure ED-5: Population and Employment Distribution



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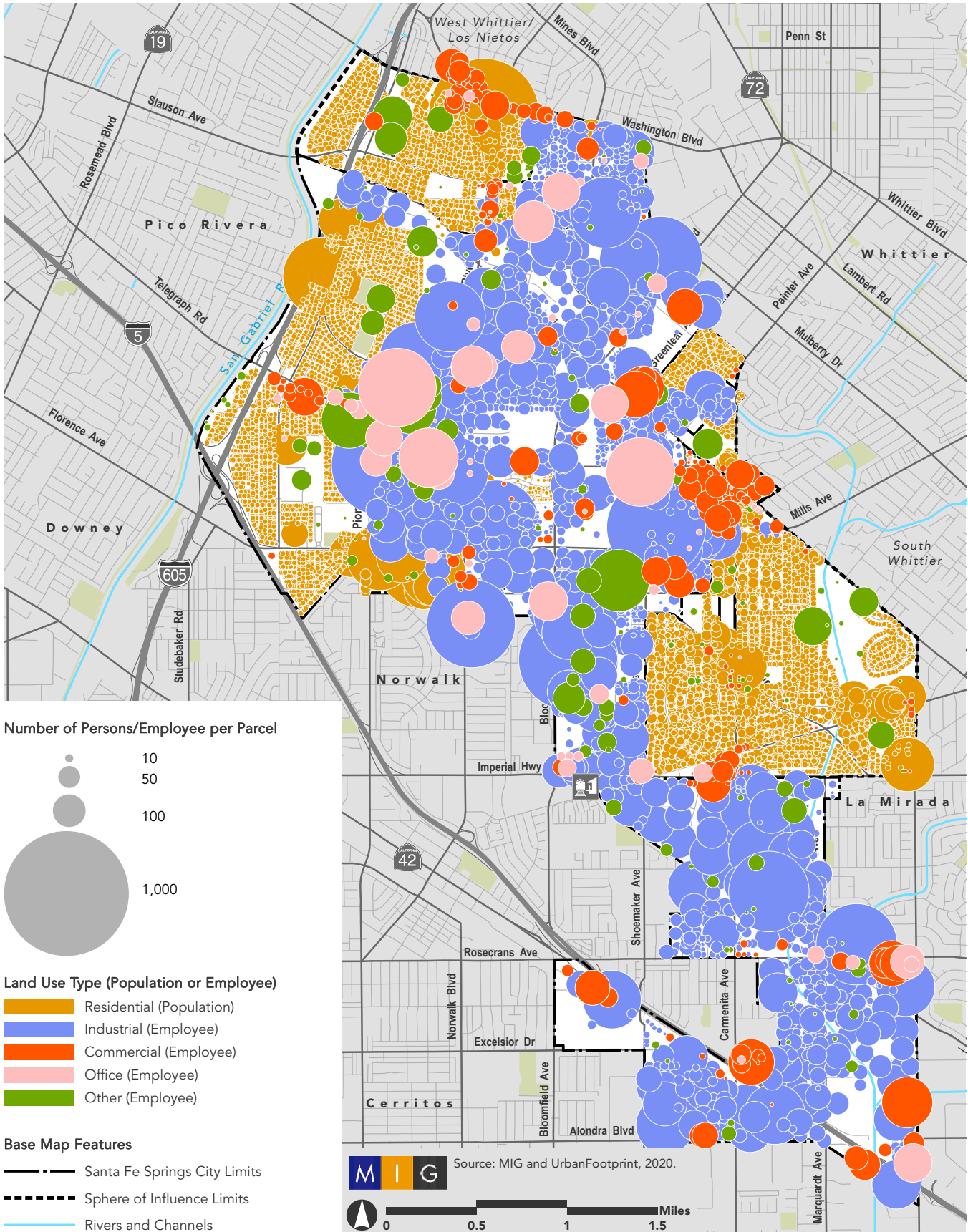
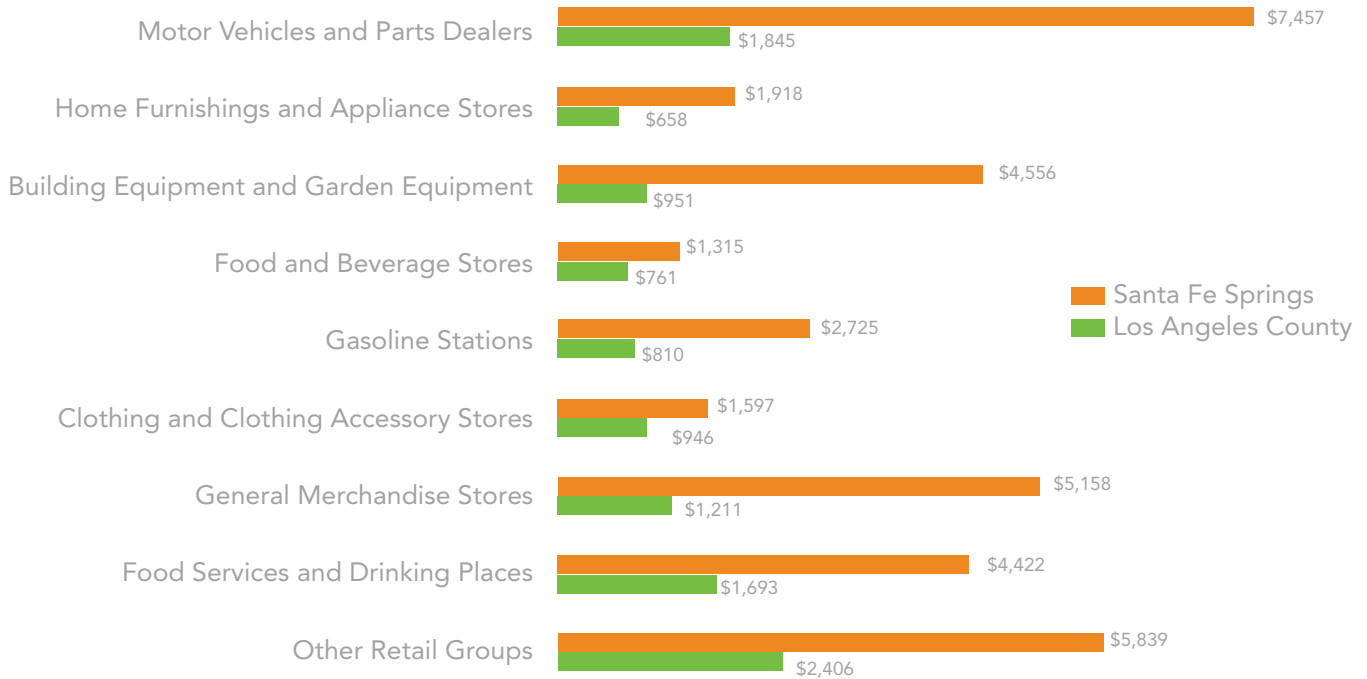




Figure ED-4: Per Capita Taxable Sales by Business Type (2020)



Note: Annualized Retail Sales are from 2020 (December) and Population Estimates are taken from the January 1, 2021 estimates.

Sources: California Department of Finance, E-1 Population Estimates for Cities, Counties, and the State - January 1, 2020 and 2021; California Department of Tax and Fee Administration, Taxable Sales - Counties by Type of Business (Taxable Table 3), 2020, and Taxable Sales - Cities by Type of Business (Taxable Table 4).

well as primary fiscal driver; 2) responding to residents’ desire for readily accessible retail commercial and service businesses; and 3) securing long-term financial stability (i.e., ensuring that growth in revenue sources is commensurate with the fiscal demands of public services and infrastructure maintenance). These pressures require a unique strategic perspective with a strong focus on defining compatible growth of the residential population and the business community. In this regard, the City can devise strategies that encourage these two segments to exist and expand in harmony. “Compatible growth” in this context can be thought of as having the following attributes:

- Businesses that meet residents’ retail and service needs. While the City has a relatively strong retail base (see Figure ED-4, per capita taxable sales comparisons), businesses are dispersed and therefore not necessarily optimally located to serve both residents and businesses (see Figure ED-5.)
- Employers with jobs that align with local workforce skill levels or provide jobs training. The majority

of resident workers in Santa Fe Springs commute outside the City for their jobs; while this is not particularly unusual, businesses that expand opportunities for local residents could be courted.

- Firms in industries that generate a net fiscally positive impact on the community, which is a combination of being strong taxpayers and conducting activities that do not impose unusual impacts on costs to the City. Potential gaps in the City’s “fair share” of certain revenue-generating businesses, for example hotels, can also be addressed within a strategic framework.
- Industries that are sustainable, from multiple standpoints:
 - » Minimal environmental impacts
 - » Withstanding disruptions due to automation and other technology shifts and climate change
 - » Handling the trend of workers shifting to working from home (generally an issue primarily for office users)



Goals and Policies

The following goals and policies provide guidance in addressing the current and future challenges the City will confront.

To help identify goals and policies that align with the General Plan Guiding Principles, the following symbologies represent each of the Guiding Principles:

- 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

Maintaining Business Strengths

GOAL ED-1: A CITY THAT STRIVES TO CONTINUE ITS REPUTATION AS A PREMIERE SOUTHERN CALIFORNIA BUSINESS LOCATION

Policy ED-1.1: Economic Development Branding and Marketing.

ES

Market and brand the City to strategically position it to accommodate desired businesses.

Policy ED-1.2: Business-friendly Assessment.

ES

Incentivize desired distribution/electronic commerce activities without compromising the City's ability to manage potential cost burdens related to increased truck traffic.

Policy ED-1.3: Strategic Infrastructure Investments.

ES

Invest in infrastructure that advances the desired development goals and consider using an assortment of funding sources to pay for investments.

Policy ED-1.4: Economic Development Staffing.

ES

Recruit staff to match the needs of the City's adopted economic development program.

Policy ED-1.5: Streamline Permitting Process.

DE

Continue to find strategies or opportunities to process development and business inquiries, applications, and permits as expeditiously as possible.



Business Retention, Expansion, and Attraction

GOAL ED-2: SUCCESSFULLY RETAIN, EXPAND, AND ATTRACT TARGET BUSINESS AND INDUSTRY CLUSTERS THAT GROW HIGH-PAYING JOBS APPROPRIATE FOR THE LOCAL AND REGIONAL WORKFORCE AND EXPAND PROVIDE SALES TAX REVENUE

Policy ED-2.1: Business Retention/Expansion

ARC

Outreach. Prepare a business/retention expansion outreach program to address short-term and long-term disruptive influences in the local and regional economy, and address general business-accommodation issues as they arise.

Policy ED-2.2: Target Industry (attraction)

DE

Marketing. Upon adoption of final industry targets, incorporate industry targets into the marketing program.

Policy ED-2.3: Top Sales Tax Producers.

ARC

Expand and attract target businesses that supply products and materials to the City's top sales tax producers deemed critical in building financial revenues for the City.

Policy ED-2.4: Entrepreneurial Development.

ES

Identify and coordinate the existing programs and outreach activities of institutions providing entrepreneurial training and support in the region.

Policy ED-2.5: Private-Sector Business

DE

Networking. Inventory private-sector business networking activities, and work with the sponsoring organizations to identify potential gaps and other organizations through which networking efforts could be expanded.

Policy ED-2.6: Regional Industry Cluster

ES

Initiatives. Coordinate with regional partners such as Los Angeles Economic Development Corporation (LAEDC) to refine regionally viable target industries appropriate for the City and to maximize marketing opportunities through providing information, strategic planning, and other ongoing efforts.

Policy ED-2.7: Workforce Development

ES

Organizations. Establish formal communication channels with workforce organizations such as the L.A. County Workforce Development Board, and explore methods by which the City's business community, along with employees, can maximize the resources of these organizations, to help align training with business needs, including changing needs, to re-train displaced workers (or those threatened with displacement), and to generally help maximize the relevance of educational institutions at all levels to meet the needs of the local workforce and resident workers.



Meeting Community and Business Needs

GOAL ED-3: DIVERSE COMMERCIAL FACILITIES TO SERVE RESIDENTS, DAYTIME EMPLOYEES, AND VISITORS

Policy ED-3.1: Targeted Tenant Recruitment/Marketing.

ES

Promote the full market potential of retail/restaurant businesses by communicating the business contribution that the vast daytime population in the City can provide. Foster recruitment of additional businesses by facilitating the distribution of businesses to locations from which they can better serve both residents and the daytime population.

Policy ED-3.2: Downtown Development Program.

D

Support public and private efforts to expand traditional downtown uses, including residential, retail, restaurants, hospitality, and entertainment uses while recognizing the value of existing office and industrial businesses.

Policy ED-3.3: Retail/Restaurant Development along with Housing.

ES

Explore the potential for addressing this policy through mixed-use projects that combine commercial and residential uses, on redevelopable parcels if necessary.

Policy ED-3.4: Hotel Development.

DE

Confirm the market viability of a hotel in Santa Fe Springs, which might include outreach to potential hotel providers. If warranted, proactively expedite this development by identifying, securing, and promoting suitable locations.

Policy ED-3.4: Mixed Use Commercial Uses.

DE

Maximize retail and commercial services within mixed use development and within the transit-oriented community districts.

Policy ED-3.5: I-5 Freeway Corridor.

DE

Promote and expand retail and commercial businesses, commercial services, and entertainment and hospitality uses that cater to a community and regional audience along the I-5 Freeway Corridor.

Maintaining Fiscal Strength

GOAL ED-4: LONG-TERM FISCAL STRENGTH THAT MAINTAINS THE CITY'S EXCELLENT REPUTATION FOR BUSINESS FRIENDLINESS

Policy ED-4.1: Point of Sale Industrial businesses (Including E-commerce).

ES

Creatively address competitive issues in this sector arising from neighboring communities, from the standpoint of assessing the realistic costs and benefits of alternative incentives, including those used by other cities in the region.

Policy ED-4.2: Retail/Restaurant Businesses.

ES

Maximize development of and revenues from this sector, while increasing the quality of life for residents and daytime workers by undertaking planning, incentivizing, or other means to help align locations of stores and restaurants with locations of residents and workers.

Policy ED-4.3: Hotel Attraction –Transient Occupancy Tax (TOT).

ES

Maximize TOT taxes as part of hotel development strategy.



Policy ED-4.4: Strategic Additional Revenue

ES

Sources. Investigate the components of business-use costs, including amounts as well as how costs can be offset by benefits and how revenue options (e.g., impact fees targeting truck traffic) will: a) directly affect various business types and b) indirectly affect the attractiveness of the community as a business location.

Policy ED-4.5: Targeted Economic Incentives.

ES

Assess the value of alternative incentive concepts and programs for specific business types, in relation to what competing cities within the region are doing, along with a thoughtful assessment of actual overall competitive strength of the community.

Public and Private Partnerships

GOAL ED-5: LEVERAGING THE IMPACT OF THE CITY'S INVESTMENT IN ECONOMIC DEVELOPMENT THROUGH EFFECTIVE PUBLIC/PRIVATE PARTNERSHIPS

Policy ED-5.1: Local Business Partnerships.

ES

Continue to coordinate economic development efforts with local organizations such as the Chamber of Commerce.

Policy ED-5.2: Community-based

EI

Organizations. Continue to coordinate formulation of economic development strategies with local service providers such as the Interfaith Food Center.

Policy ED-5.2: Regional Partnerships.

ES

Continue vital economic development coordination with regional partners such as Los Angeles

Economic Development Corporation.

Policy ED-5.3: Workforce Development

ES

Partnerships. In recognition of the critical need to coordinate workforce training/retraining with industry targeting and other economic development efforts, continue to coordinate with the full range of educational/training institutions, including local school districts.

Santa Fe Springs Special Events

The City of Santa Fe Springs offers a variety of culturally-based special events for the entire community, including adults, children, seniors, and families.

PUBLIC REVIEW DRAFT

CHAPTER 6

ENVIRONMENTAL JUSTICE ELEMENT

Introduction.....	EJ-1
Environmental Justice Communities	EJ-3
Environmental Justice Communities Concerns	EJ-8
Environmental Justice Goals and Policies ...	EJ-24



Re-Imagine
Santa Fe Springs

2040 GENERAL PLAN



Santa Fe Springs Residents

Santa Fe Springs residents enjoy the diversity of parks, recreational facilities, and community services programming available to the community.



CHAPTER 6: ENVIRONMENTAL JUSTICE ELEMENT

Introduction

Environmental justice provided, and continues to provide, a specific lens through which to redress disparities in health outcomes that fall along a community's racial, ethnic, gender, and economic identities. The geographical dimension of these disparities became etched in maps through redlining, racially restrictive covenants, Jim Crow laws, and exclusionary zoning. Barriers to voting, equal representation, and discrimination in appointments against Black, Hispanics, Asian, Pacific Islanders, and American Indians created the decision-making environments that let harmful land uses flourish and public infrastructure fail to meet the needs of the underserved. The democratic deficits of that system—including a lack of transparency—prevented these communities from having meaningful participation in the political process or to be informed about disparities in facilities and services to the detriment of public health and economic development. While those conditions may or may not have been pervasive in Santa Fe Springs, this Environment Justice Element represents the City's commitment to ensuring that all people receive equal treatment, equal access, and equal protections, and that everyone has the opportunity to engage in decisions that affect their health and economic well-being.

Legal Requirements

The State of California defines Environmental Justice as “the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations and policies.

In 2016, Senate Bill 1000 amended California Government Code Section 63502 to require cities and counties with disadvantaged communities to incorporate environmental justice (EJ) policies into their general plans.

If a city, county, or city and county has a disadvantaged community, then the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, are required to do all of the following:

- Identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to, the reduction of pollution exposure, including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity.
- Identify objectives and policies to promote civil engagement in the public decision-making process.
- Identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities.

Environmental justice seeks to correct existing inequalities regarding pollution and health burdens that certain neighborhoods face. Environmental justice is grounded in principles of justice and fairness and focused on creating a society in which everyone can participate, prosper, and reach their full potential. Equitable outcomes come about when smart, intentional strategies are put in place to ensure that everyone can participate in and benefit from decisions that shape their neighborhoods and communities.



Scope and Content of the Environmental Justice Element

The Environmental Justice Element contains a comprehensive set of goals and policies aimed at increasing the role and influence of historically marginalized populations and reducing their exposure to environmental and health hazards. This Element is structured as follows:

- **Background:** A discussion of environmental justice principles, the methodology for identifying Environmental Justice Communities, and the specific demographics of the disadvantaged communities (i.e., environmental justice communities) in Santa Fe Springs.
- **Environmental Justice Issues and Concerns for Santa Fe Springs:** An evaluation of baseline environmental issues impacting Santa Fe Springs' disadvantaged communities (as defined by the State), including pollution burden, population characteristics, educational attainment, linguistic isolation, health and wellness, food insecurity, and park access.
- **Goals and Policies:** The goals, policies, and programs describe how the City will incorporate environmental justice into decision making and support positive outcomes for affected residents.

Terms in this Element

This element uses several acronyms to identify agencies, modeling tools, and commonly used terms used in the discussion of environmental justice issues. The terms are described in the text, and this serves as a handy reference to the acronyms representing those terms.

CalEnviroScreen: California Communities Environmental Health Screening Tool

Disadvantaged Communities (DAC): Communities are defined as the top 25% scoring areas (census tracts) from CalEnviroScreen screening tool.

HPI: Healthy Places Index is a tool that measures community conditions that affect health outcomes

PM_{2.5}: Small particulate matter measuring 2.5 microns or smaller (an air pollutant). The widths of the larger particles in the PM_{2.5} size range would be about thirty times smaller than that of a human hair. The smaller particles are so small that several thousand of them could fit on the period at the end of this sentence.

Environmental Justice Issues and Concerns for Santa Fe Springs



Pollution Burdens



Population Characteristics



Linguistic Isolation



Educational Attainment



Food Insecurity



Park Access



Health & Wellness



Environmental Justice Communities

California law defines “disadvantaged communities” (or “environmental justice communities”) as areas that are most afflicted with a combination of economic, health, and environmental burdens. The California Communities Environmental Health Screening Tool “CalEnviroScreen” was developed by the California Environmental Protection Agency to identify environmental justice communities using the following indicators:

- **Pollution Burden:** Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation; and
- **Population Characteristics:** Areas with concentrations of people with low incomes, high unemployment, low levels of homeownership, high rent burden, low levels of educational attainment, and/or are sensitive populations (e.g., disabled individuals, seniors, and emancipated foster youth).



Looking east out to the sea of industrial uses with Telegraph Road located at the bottom of the photo. Industrial uses consist of approximately 72 percent of all land area (acres) in the City.



CalEnviroScreen produces a percentile ranking of census tracts to demonstrate the degree of burdens present in that tract relative to the rest of the State. For example, a 75th percentile ranking for a census tract would mean that it falls within the top 25 percent of all CalEnviroScreen scores statewide—and is among the highest burdened census tracts in California. A CalEnviroScreen score of 75 or higher also means the census tract is considered a Disadvantaged Community (DAC) for the purpose of the Environmental Justice Element. See Table EJ-1 for CalEnviroScreen percentile scores for all census tracts in Santa Fe Springs Planning Area.

CalEnviroScreen Score

When reporting the degree of burden a disadvantaged community bears, a high CalEnviroScreen score represents an undesirable condition.

On this basis, eight census tracts within the Santa Fe Springs Planning Area are classified as Disadvantaged Communities (5028.02, 5027.00, 5029.02, 5023.01, 5023.02, 5031.04, 5030.00, and 5031.05). Figure EJ-1 identifies the location of these disadvantaged tracts and residential uses located in census tracts that have available CalEnviroScreen 3.0 data.

Table EJ-1: CalEnviroScreen 3.0 Percentile Scores

Percentiles and Indicators	City of Santa Fe Springs				Sphere of Influence					
	Not a DAC	Census Tracts Identified as Disadvantaged Communities (DAC) ¹								Not a DAC
	Census Tracts 50XX.XX									
	28.01	28.02	27.00	29.02	23.01	23.02	30.00	31.04	31.05	31.03
CalEnviroScreen 3.0 Percentile	70	92	91	95	95	95	96	80	76	71
Pollution Indicators Percentile	95	94	99	95	98	95	93	81	71	71
Population Characteristics Percentile	41	77	58	81	74	81	75	68	70	61

Source: CalEnviroScreen 3.0 the Office of Environmental Health Hazard Assessment, June 2020.

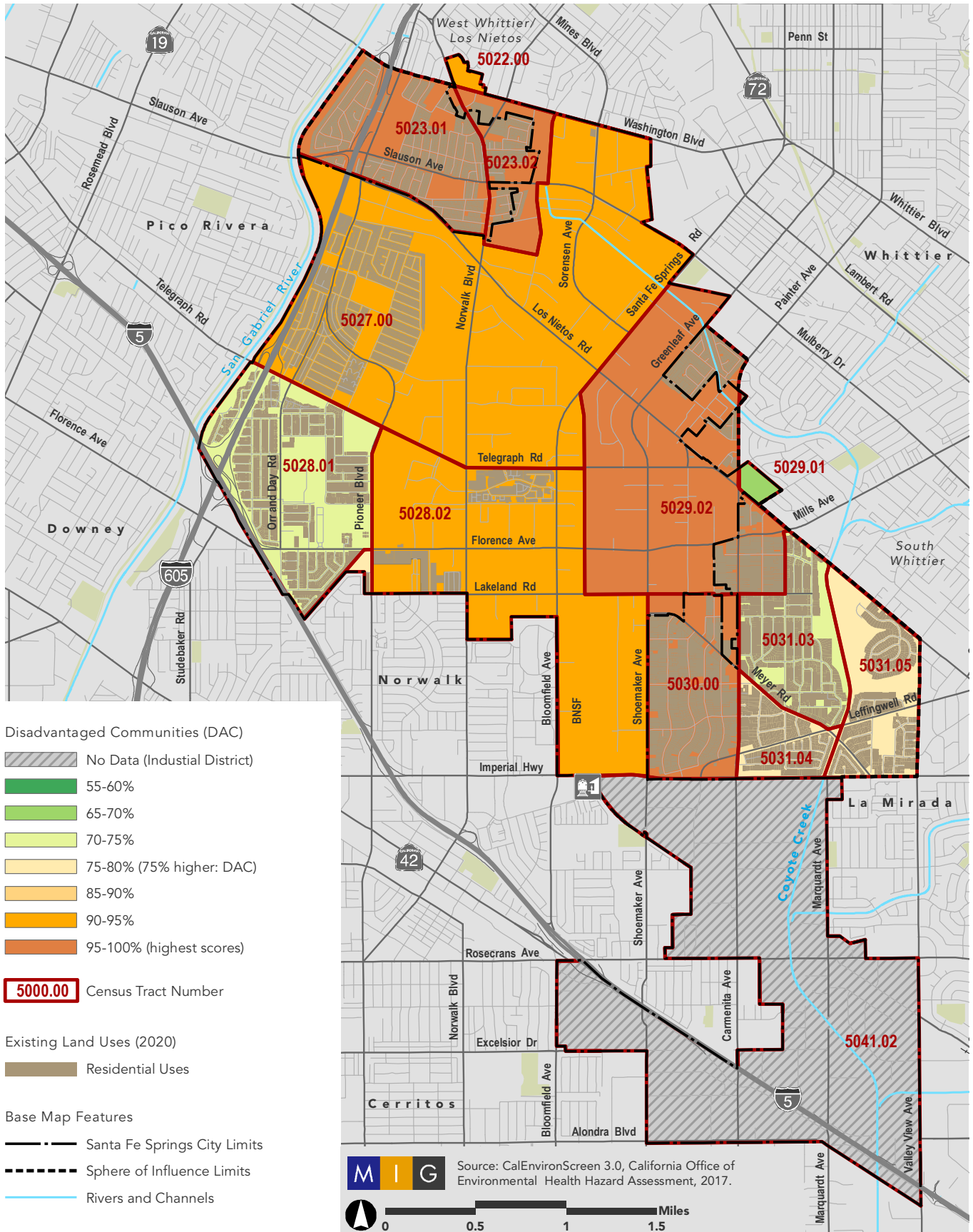
Note: 1) Census tracts with a CES 3.0 percentile of 75 or greater is highlighted in red, indicating these areas are within the top 25 percentiles in the State are considered disadvantaged communities. Census Tracts 5028.01 and 5029.01 are below the percentile score of 75.

2) Census Tract 5030.00 has the majority of residential population within the South Whittier Sphere of Influence. Only a few residential units are in the City of Santa Fe Springs. Although Census Tract 5029.02 is primarily in the City, the majority of the residential units are in the South Whittier Sphere of Influence. Census Tracts 5023.01 and 5023.02 have residential units primarily in the West Whittier/Los Nietos Sphere of Influence; some residential units and smaller neighborhoods are in the City of Santa Fe Springs. Census Tract 5022.00 includes only a shopping center and does not have any residential units in the City. The remaining Census Tract is within the West Whittier/Los Nietos County Unincorporated area but not within Santa Fe Springs Sphere of Influence.

Figure EJ-1: Disadvantaged Communities



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Demographics of Santa Fe Springs Disadvantaged Communities

Race and Ethnicity

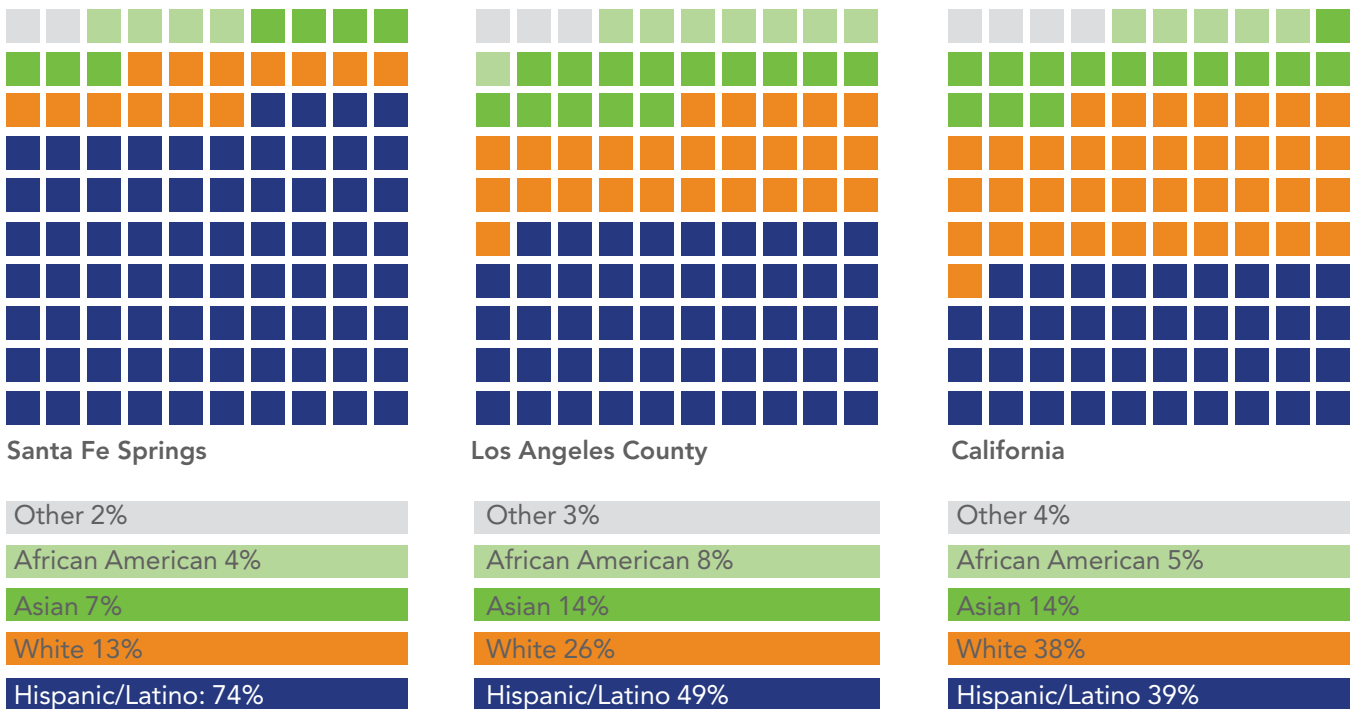
The population in Santa Fe Springs is predominantly of Hispanic or Latino origin (74 percent), a proportion higher than that of Los Angeles County (49 percent) and California (39 percent). Most Hispanic residents (69 percent) are of Mexican descent (Figure EJ-2).

Fifty-five percent of the total growth in population since 2010 has been of people of Asian descent. This corresponds with trends in many parts of east Los Angeles County.

Language Skills and English-Speaking Ability

Nearly 57 percent of Santa Fe Springs residents speak a language other than English. This includes 49 percent of all Santa Fe Springs residents who speak Spanish and 6.5 percent who speak an Asian or Pacific Islander language. Among those who speak Spanish, nearly 68 percent also speak English very well but significantly, 32 percent speak English less than very well. A similar pattern exists among Asian and Pacific Islander language speakers, where nearly 69 percent also speak English very well and 31 percent speak English less than very well. Unless they are part of a household with others who are proficient English speakers, those who speak English less than very well could be linguistically isolated from the overall Santa Fe Springs community.

Figure EJ-2: Race and Ethnicity (2019)



Source: U.S. Census Bureau, American Community Survey 2014-2019 5-Year Estimates, 2020.

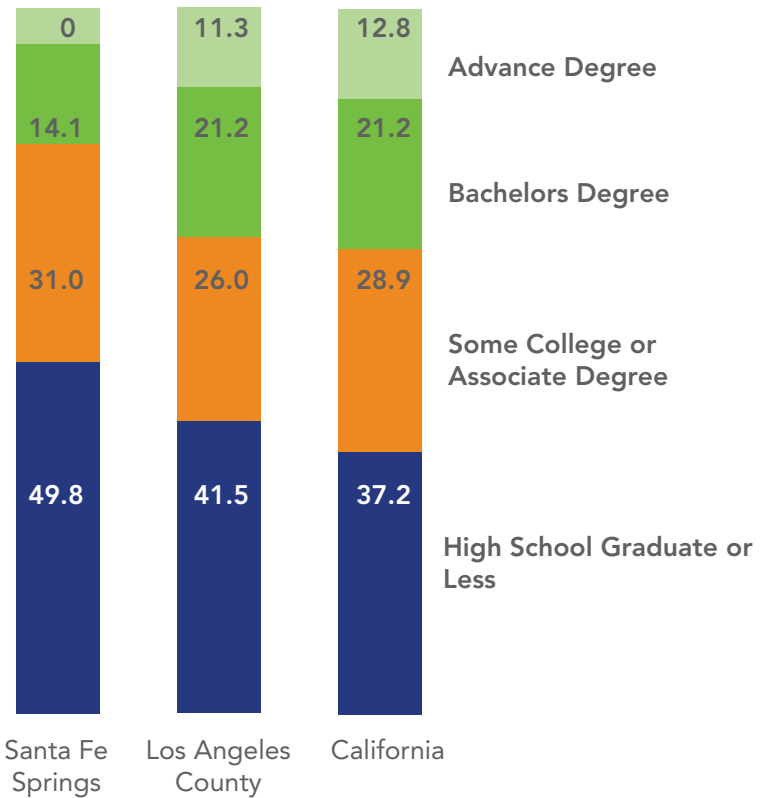
Note: Each square represents a percentage point. Each color represents a race or ethnicity based on the legends identified above.



Educational Attainment

Educational attainment is one of the CalEnviroScreen indicators. According to the Bureau of Labor Statistics, a population that has a high percentage of residents without a high school diploma, or equivalent, can be expected to earn less and experience higher unemployment rates. As shown in Figure EJ-3, 83 percent of Santa Fe Springs residents have at least a high school diploma (or equivalent), compared to 79 percent and 81 percent for Los Angeles County and California, respectively. However, although the percentage of Santa Fe Springs residents without a high school diploma or equivalent is lower (19 percent) than in Los Angeles County (27 percent) and California (10 percent), residents with a Bachelor’s degree of higher drops off to almost half, at 17 percent of the County and State percentages (32 percent and 33 percent, respectively).

Figure EJ-3: Educational Attainment



Source: U.S. Census Bureau, American Community Survey 2014-2019 5-Year Estimates, 2020.



Santa Fe Springs Community Services Department provides an assortment of family services and programming for residents.



Environmental Justice Concerns

As a primarily industrial city, the concerns and challenges facing Santa Fe Springs' residential neighborhoods are readily apparent. Some neighborhoods are directly abutting industrial uses and railroad lines. Other neighborhoods are within several hundred feet of the I-605 and I-5 freeways, while truck and vehicle traffic can emit emissions affecting residential areas abutting major roadways. The community has experienced the impacts of the contaminated groundwater caused by prior industrial practices in neighboring cities. Some of the socioeconomic concerns include some levels of poverty and, with a high concentration of Hispanic/Latino population, there are some limited English-speaking households.

The following are the environmental, socioeconomic, and health issues that can impact environmental justice communities.

Pollution Burden

One of the indicators used to designate a disadvantaged community is pollution burden. The pollution burden is calculated by measuring the average of exposure and environmental effects within the disadvantaged communities. The Cleanup Sites, Toxic Release Inventory, Solid Waste Facilities, and PM_{2.5} are the pollution burdens receiving the most focus due to their higher composite scores and wide distribution of burden.

Tract 5041.02 contains the City's southern industrial region, but due to its very low residential population, a composite score was not determined and therefore excluded from the CalEnviroScreen analysis. Although not shown on Table EJ-2, this area would show pollution indicators that are among the top two percent of all census tracts in the State. Tract 5028.01 in the City and tract 5031.03 in the Sphere of Influence are the only populated areas not designated as disadvantaged communities. Although not designated as a disadvantaged community, census tract 5028.01, which encompasses the area around Santa Fe High School, has a pollution burden score that is within the top five percent ranking in the State, at the 95th percentile. Tract 5027, among the eight DAC census tracts, is within the top one percent, at 99th percentile.

All pollution indicators above 75, placing them at the top 25 percent of census tracts in California, are described and summarized in Table EJ-2.



There are nearly 200 active oil wells in the community with some in residential areas.



Cleanup Sites

Brownfield sites containing hazardous substances are areas that suffer from environmental degradation that can lead to severe health problems. While some sites may be undergoing cleanup actions by governmental authorities or property owners, others may experience delays due to high costs, lawsuits, and concerns regarding cleanup. The overall composite percentile score of 91 is high, but four of the individual census tracts are considerably higher, including tract 5027 with a pollution burden score at the 100th percentile.



Toxic Release Inventory

Elevated levels of hazardous cancer-causing air pollutants have been found in areas where industrial facilities are sited. Accidental chemical releases can exacerbate pollution exposure and can lead to a variety of detrimental health problems. The toxic release inventory indicator represents modeled air concentration of chemical releases from large facility emissions in and nearby the census tract. This indicator takes the air concentration and toxicity of the chemical to determine the toxic release score. As Table EJ-2 indicates, toxic release constitutes a significant pollution burden in all eight of the DAC census tracts.



PM_{2.5}

Small particulate matter (PM_{2.5}) are fine inhalable particles with diameters generally 2.5 micrometers and smaller. PM_{2.5} can originate from a variety of sources such as emissions from cars and trucks, industrial facilities, and wood burning. Fine particulate pollution causes heart and lung disease and can lead to increased mortality. As shown in Table EJ-2, this pollution burden extends across the entire city.



Hazardous Waste

Hazardous waste is potentially dangerous or harmful to human health or the environment. Potential health effects associated with living in proximity to hazardous waste processing and disposal sites include diabetes and cardiovascular disease.



Solid Waste Sites and Facilities

Old, noncompliant, or abandoned solid waste disposal sites can release waste gases such as methane and carbon dioxide for decades after site closure. Exposure to landfill leachate can have adverse impacts on reproductive and respiratory systems. With a composite percentile score of 84, solid waste sites and facilities is the third most significant pollution burden in Santa Fe Springs. Tract 5029.02 is at the 95th percentile.



Groundwater Threats

Hazardous waste storage and disposal sites can negatively impact soil, groundwater (drinking water), and air quality, leading to a wide array of negative health impacts. The groundwater threats indicator has a lower overall composite score of 70, but four of the eight DAC census tracts have very high percentile scores in the 90th to 98th percentile range.



As shown in Table EJ-2 and Figures EJ-4 and EJ-5, the concentration and density in Santa Fe Springs of pollution burden indicators, sites, sources, and facilities holding contaminants rank among the top five percent in the State per the CalEnviroScreen 3.0 report. The positive effects that otherwise would be expected from the City’s sterling park and recreation system, historic heritage, comprehensive community services, large employment base, pool of entrepreneurs, and enviable location contrast with negative conditions associated with environmental factors which can adversely impact community health and residents’ potential for higher economic achievement.

The six pollution indicators described above are ranked at highest scores (95 to 100) out of more than 8,000 census tracts in California. With the exception of PM_{2.5}, the description suggests that proximity of residents to these sites are contributing factors.

According to analysis that overlays the data onto maps, nearly 2,000 homes in Santa Fe Springs are located within 500 feet of an industrial use, affecting approximately 5,000 persons (28 percent of City residents). Over 1,500 homes with nearly 5,500 persons lie within 1,000 feet of I-5 and I-605. Over 1,800 homes with nearly 4,500 residents are within 500 feet of a businesses that handles and/or releases hazardous waste.

Table EJ-2: CalEnvironScreen 3.0 Percentile Scores

Pollution Burden Percentiles and Indicators	City of Santa Fe Springs				Sphere of Influence					
	Not a DAC	Census Tracts Identified as Disadvantaged Communities (DAC)								Not a DAC
	Census Tracts 50XX.XX									
	28.01	28.02	27.00	29.02	23.01	30.00	23.02	31.04	31.05	31.03
Pollution Indicators	95	94	99	95	98	93	95	81	71	71
Cleanup Sites	77	98	100	99	93	93	97	78	69	49
Hazardous Waste	73	89	100	95	99	74	99	31	32	18
Groundwater Threats	45	98	96	95	70	89	90	39	2	41
Solid Waste Facilities	68	85	93	95	71	29	71	87	88	79
Toxic Release Inventory	85	83	87	85	89	82	89	82	82	82
PM _{2.5}	82	82	82	82	82	82	82	82	82	82
Traffic	96	51	82	39	88	34	47	27	32	32
Diesel PM	80	63	73	57	64	72	61	83	58	60
Drinking Water	61	61	88	65	88	53	89	52	60	60
Ozone	53	53	53	53	53	53	53	53	53	53
Impaired Water Bodies	41	0	41	29	41	29	0	29	29	29
Pesticides	0	0	0	0	0	0	0	0	0	0

Source: CalEnvironScreen 3.0 the Office of Environmental Health Hazard Assessment, June 2018.

Note: Census tracts with a pollution burden percentile of 75 or greater is highlighted in red, indicating these areas are within the top 25 percentiles in the State regarding pollution burdens.

Figure EJ-4: Pollution Burdens Scoring



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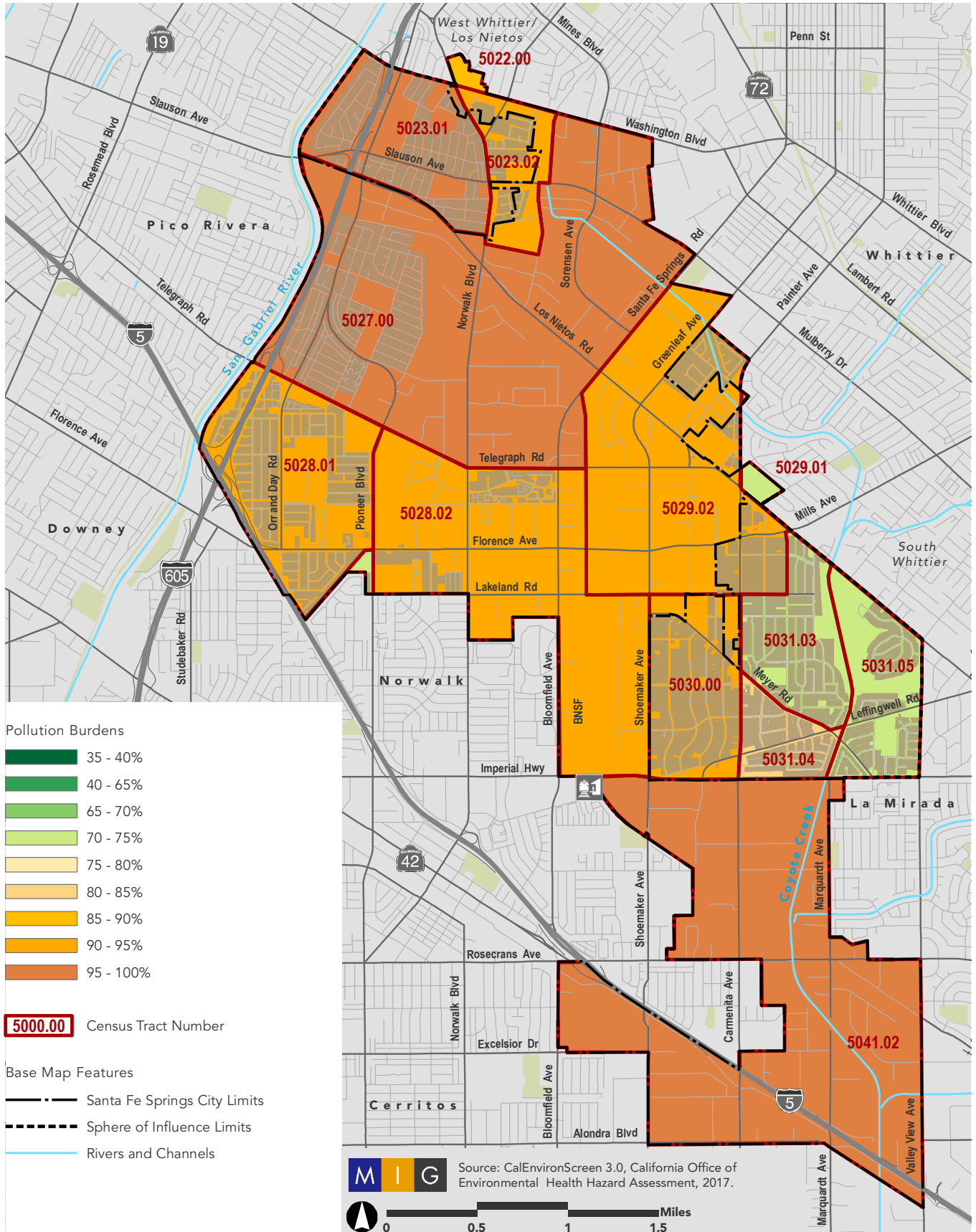
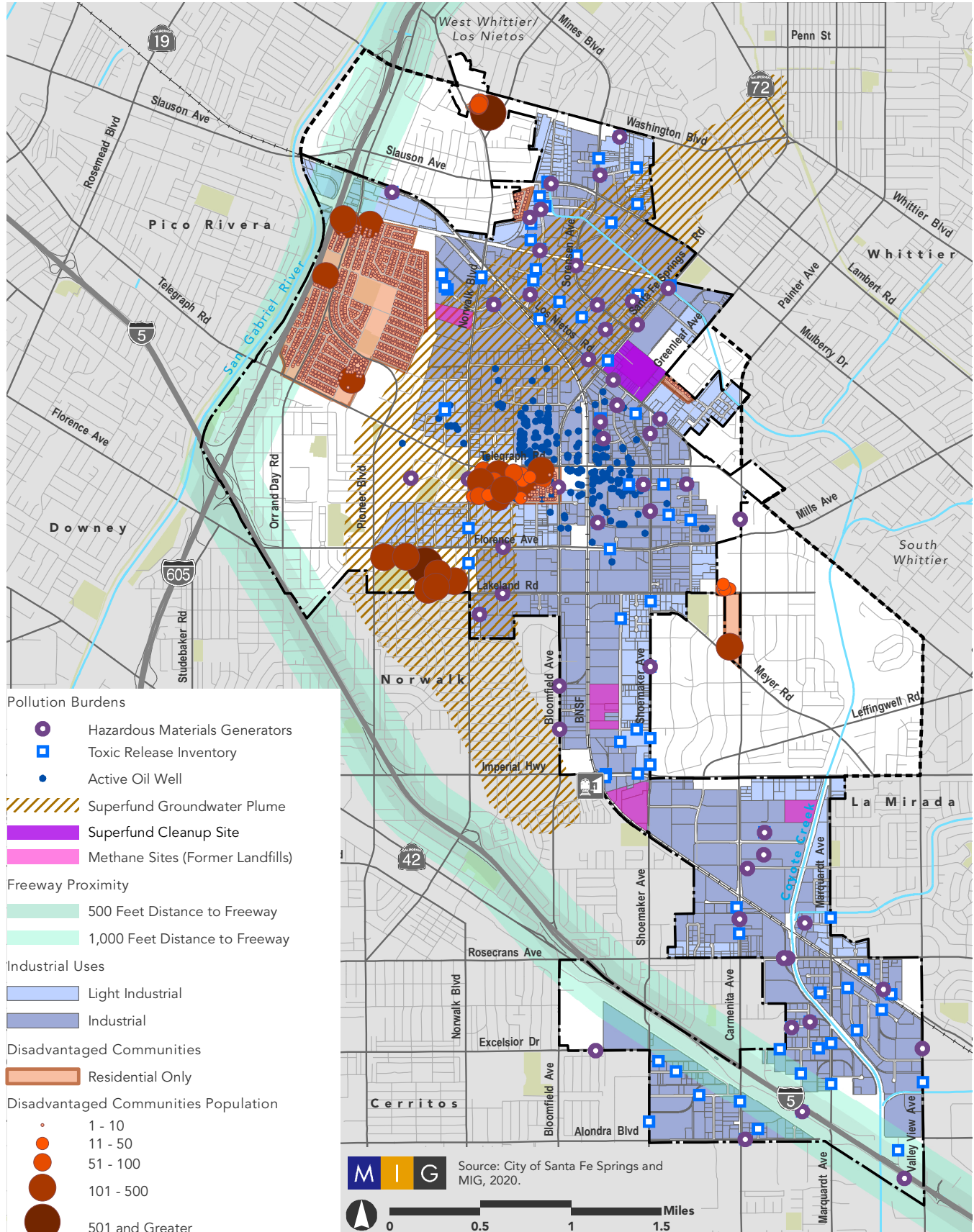


Figure EJ-5: Pollution Burdens and Disadvantaged Communities



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Many homes and residents are confronting pollution burdens along different fronts. Many of the pollutions are invisible or difficult to detect, but long-term exposure can lead to health issues. Table EJ-3 summarizes the number of housing units and population living near various environmental pollution burdens. Figure EJ-6 identifies the proximity of residential uses to the various environmental pollution burdens.

Addressing Pollution Burdens

The following are strategies this Element addresses through the goals and policies:

- Green Buffer Zones.** Establish a program with relevant funding strategies to expand green buffer zones between residential uses and industrial uses, railways, and freeways. Buffers can reduce pollution exposure using vegetation (e.g., trees, shrubs), distance, and/or physical barriers (e.g., sound walls) between pollution sources and residential neighborhoods, schools, and other places where people may be exposed. Buffers reduce exposure by absorbing or blocking some of the pollution, thus lowering concentrations, (see Figure EJ-6).
- Light Industrial Zone.** Use a place-based approach to reduce pollution exposure adjacent to residential neighborhoods by limiting industrial operations, restricting truck idling, or similar regulatory approaches that will minimize potentially hazardous materials exposure and air pollution emissions.
- Enforcement and Monitoring.** Continue to consult with appropriate regional agencies that are responsible for monitoring and enforcing industrial operations that handle hazardous materials or emit pollution.
- Cleanup Prioritization.** Continue to consult with appropriate regional agencies in prioritizing the cleanup of former landfills, underground tanks, contaminated lands, and polluted groundwater.
- Education.** Educate the community about the hazards of hazardous materials exposure and air pollution emissions, as well as programs aimed at reducing exposures, emphasizing disadvantaged communities and conveying materials in multiple languages.

Table EJ-3: Housing and Population Proximity to Pollution Indicators

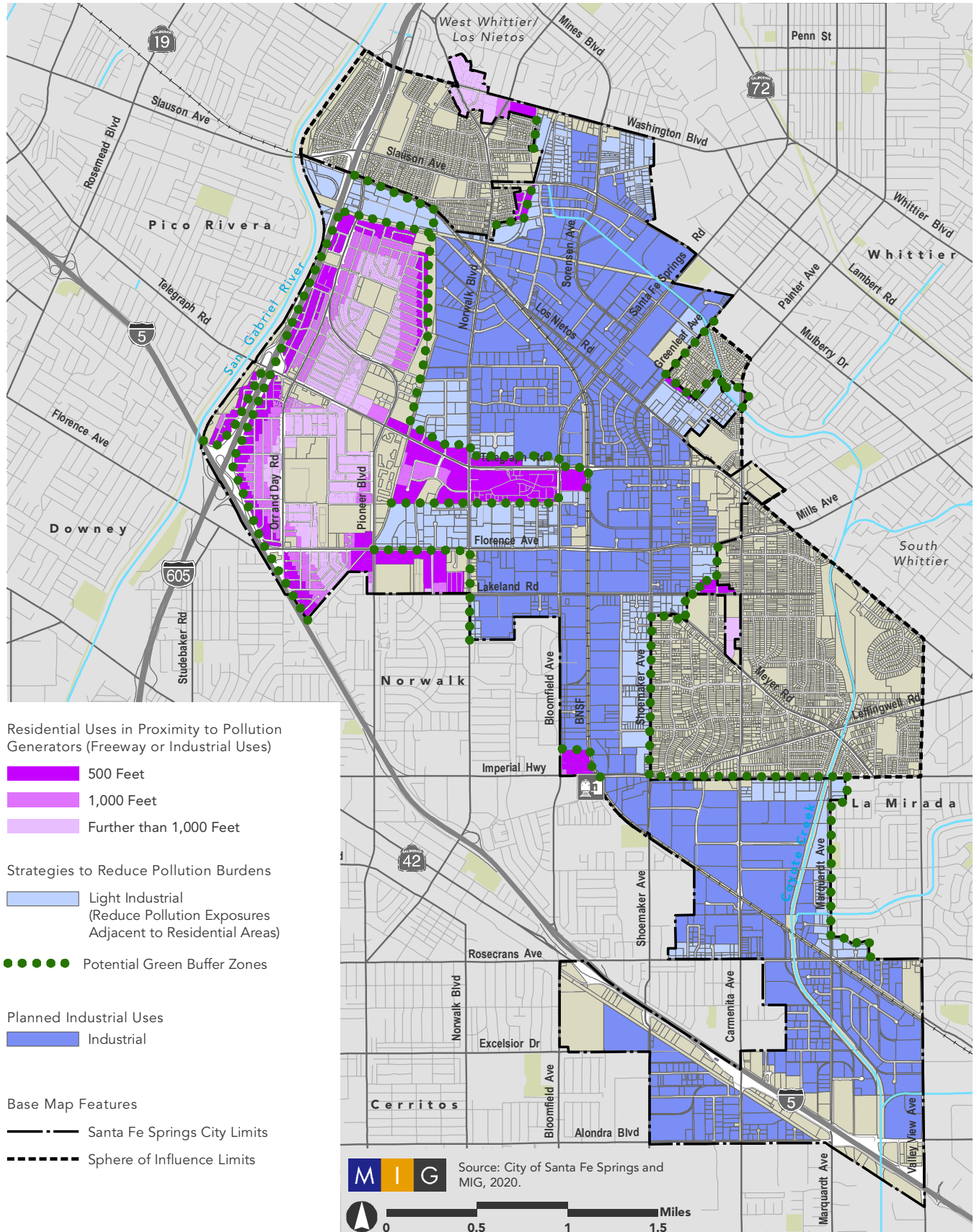
Pollution Burden	Number of Housing Units			Population		
	City	SOI	Total	City	SOI	Total
Proximity to Industrial Uses						
Share a Property Line	512	166	678	1,196	685	1,881
Within 500 Feet	1,965	1,975	3,940	5,111	8,585	13,696
Proximity to I-5 and I-605 Freeways (Traffic and Diesel PM)						
Within 500 Feet	824	177	1,001	2,914	818	3,732
Within 1,000 feet	1,563	439	2,002	5,492	2,058	7,550
Proximity to Toxic Release Inventory						
Within 500 Feet	1,833	582	2,415	4,563	2,590	7,153
Within 1,000 feet	3,379	2,128	5,507	9,738	8,968	18,706
Proximity to Solid Waste Facilities and Clean Up Site						
Within 500 Feet	45	12	57	154	53	207
Within 1,000 feet	209	204	413	701	904	1,605

Source: MIG and UrbanFootprint, 2020.

Figure EJ-6: Addressing Pollution Burdens



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Population Characteristics

Certain population characteristics and socioeconomic factors are often related to health conditions such as asthma, low-birth weight, and cardiovascular disease. In particular, socioeconomic factors such as lower educational attainment, linguistic isolation, poverty, unemployment, and housing burden are often found in populations that also have a higher risk of health conditions. For Santa Fe Springs, the top characteristic across multiple census tracts is cardiovascular disease. Another top characteristic is education, with five of the nine census tracts having lower educational attainment.

Population Characteristics above 75, at the top 25 percent of the State census tracts, are noted and provided in the descriptions below.

Table EJ-4: Population Characteristics Indicators Scores

Population Characteristics Percentiles and Indicators	City of Santa Fe Springs				Sphere of Influence					
	Not a DAC	Census Tracts Identified as Disadvantaged Communities (DAC)								Not a DAC
	Census Tracts 50XX.XX									
	28.01	28.02	27.00	29.02	23.01	23.02	30.00	31.04	31.05	31.03
Population Characteristics	41	77	58	81	74	81	75	98	70	61
Asthma	58	59	62	66	78	71	71	52	64	57
Low Birth Weight	27	50	39	58	43	5	62	43	78	38
Cardiovascular Disease	81	83	86	81	98	96	85	61	88	70
Education	51	71	76	86	79	86	86	86	71	66
Linguistic Isolation	44	94	62	70	74	87	85	65	59	73
Poverty	41	79	48	78	56	83	84	66	59	73
Unemployment	7	33	27	66	20	73	39	76	42	64
Housing Burden	21	80	30	65	65	90	94	65	31	38

Source: CalEnvironScreen 3.0 the Office of Environmental Health Hazard Assessment, June 2018.

Note: Census tracts with a population characteristics percentile of 75 or greater is highlighted in red, indicating these areas are within the top 25 percentiles in the State regarding population characteristics.



Cardiovascular Disease

Pollution exposure and health stresses associated with poverty can lead to acute heart attacks and other heart problems and is the leading cause of death both in California and the United States. Survivors of a cardiovascular events are highly vulnerable to recurrences, especially following short- or long-term exposure to particulate matter. Eight out of nine census tracts in the Santa Fe Springs Planning Area have a higher rate of cardiovascular disease than 80 percent of all census tracts in California.



Educational Attainment

Studies have found that adults with less education have more pollution-related health problems and are more likely to die from the effects of air pollution. Educational attainment equals or exceeds the 75-percentile score in five of the eight DAC census tracts.



Linguistic Isolation

A high degree of linguistic isolation (difficulty speaking English) among members of a community can limit access to health information and public services. People with limited English abilities are less likely to receive regular medical care or mental health services. Linguistic isolation is very high in two of the eight DAC tracts with percentile scores, respectively, of 94 for census tract 5028.02 and 87 for census tract 5023.02.



Poverty

Members of poor communities are more likely to be exposed to pollution and to suffer from health effects as a result of that exposure than residents of wealthier communities. Income can affect health when people cannot afford healthy living and working conditions, nutritious food, and necessary medical care. Poor communities are often located in areas with high levels of pollution. Poverty can cause stress that weakens the immune system, thus exacerbating pollution effects. Three of the DAC census tracts exceed the 75-percentile score for poverty.



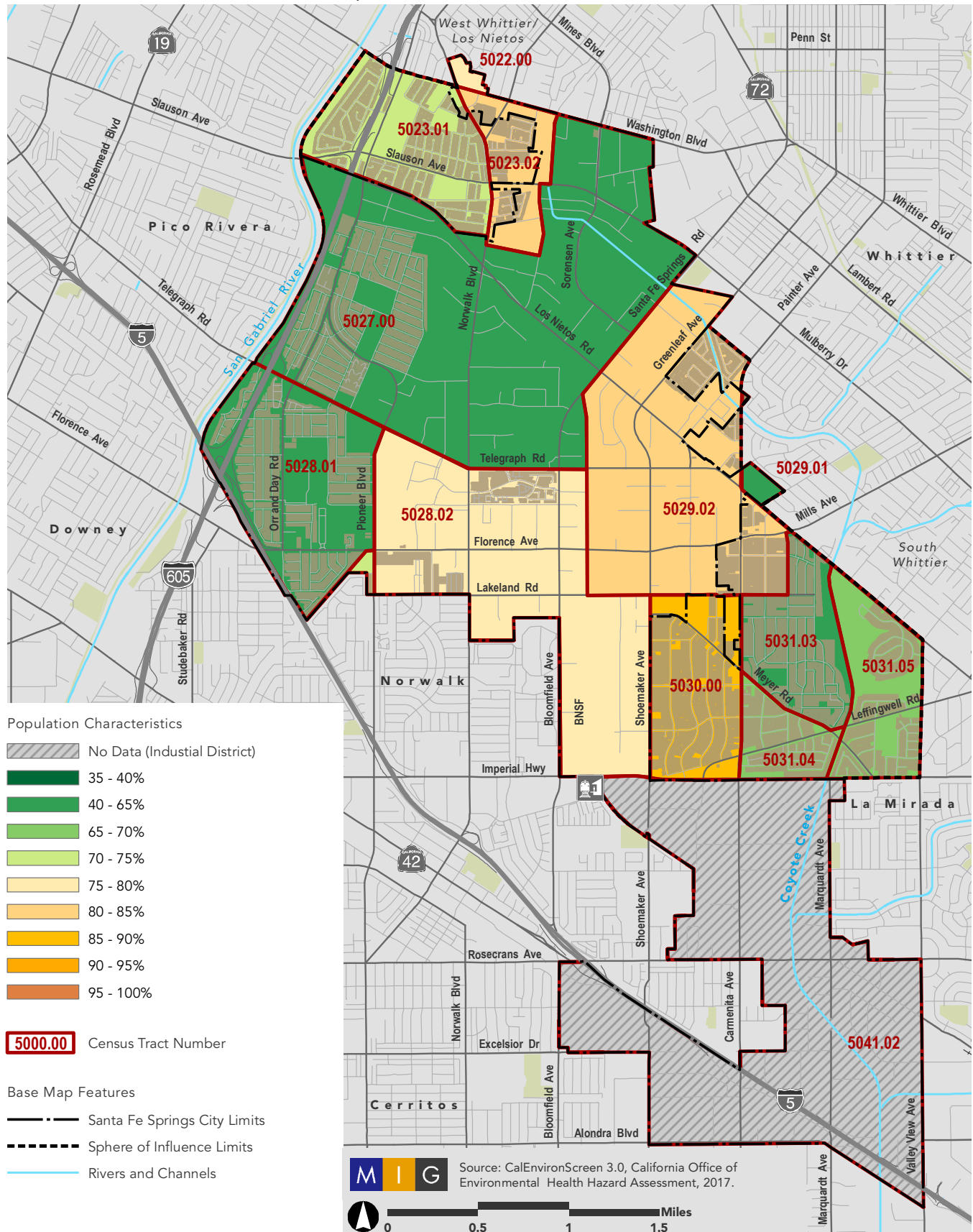
Housing Burden

Housing affordability is an important determinant of health and well-being. Residents of low-income households with high housing costs may suffer adverse health impacts due to their limited ability to afford health care. The percentage of low-income households paying more than 50 percent of their income on housing is on the rise nationwide. The housing burden indicator considers the regional cost of living for both homeowners and renters and includes the cost of utilities. Two of the DAC census tracts exceed the 75-percentile score for poverty.

Figure EJ-7: Population Characteristics Scoring



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Health and Wellness

Our health is shaped dramatically by community characteristics—housing, education, economic, and other social factors—which often are shaped through policy. The California Healthy Places Index (HPI) includes eight indicators representing 24 community characteristics with weighted scoring to create a single indexed Healthy Places Index. In contrast to the CalEnviroScreen 3.0 data, where higher percentiles equate to worse conditions, lower HPI percentiles equate to worse conditions.

In 2020, the HPI score for Santa Fe Springs of 35 was worse than that of two-thirds of communities in the State and was among the lowest among neighboring jurisdictions, as shown in Table EJ-5.

The low overall HPI score is driven by particularly low scores for five of the 24 community health indicators. According to Table EJ-7, the City scored low, compared to other California cities, in severe housing costs burden (18.2), uncrowded housing (11.4), clean air (diesel PM) (6.5), clean air (PM_{2.5}) (17), two-parent household (14.8), and voting (14).

Table EJ-6 provides health estimates for California’s diverse population at the local level (ZIP codes and cities). The estimates are part of California Health Interview Survey, the largest state health survey in the United States; this is a project by the UCLA Health Policy Center. Survey respondents in Santa Fe Springs show

comparatively worse outcomes, indicating lower healthy personal conditions than in the County as a whole. Asthma, diabetes, obesity, and being overweight exceed Los Angeles County numbers.

Table EJ-5: HPI Scores of Surrounding Communities

City and Community	Healthy Places Index Score
La Habra Heights	91.0
La Mirada	66.5
Hacienda Heights	61.2
Carson	55.9
Whittier	53.9
La Habra	50.4
Downey	48.2
LA County: West Whittier (Los Nietos)	44.0
City of Industry	42.5
LA County: South Whittier	39.1
Norwalk	40.3
Pico Rivera	37.4
Irwindale	37.2
Santa Fe Springs	35.0
Montebello	24.5
Commerce	18.9
Bell Gardens	8.5

Source: The California Healthy Places Index (HPI), Public Health Alliance of Southern California, 2020.

Table EJ-6: Health Conditions

Health Conditions (2016) for Population Age 18 and Older (unless indicated)	Santa Fe Springs	South Whittier	West Whittier- Los Nietos	Los Angeles County
General Health				
Fair or poor health (18-64)	27.1%	28.1%	29.7%	20.6%
Needed help for mental health problems	15.5%	17.1%	15.9%	16.5%
Delayed prescriptions/medical services	17.5%	18.5%	18.2%	19.7%
Serious psychological distress	8.6%	9.1%	9.2%	8.6%
Work impairment	8.7%	9.1%	8.6%	9.8%
Asthma and Diabetes				
Ever diagnosed with asthma	13.6%	13.3%	12.7%	12.8%
Ever diagnosed with asthma (age 1 to 17)	20.6%	20.5%	20.3%	12.8%
Ever diagnosed with diabetes	12.7%	11.8%	12.8%	9.5%

Source: AskCHIS Neighborhood Edition, California Health Interview Survey (CHIS), UCLA, 2016.



Table EJ-7: Healthy Places Index Indicators Percentile Scores

Healthy Places Index Indicators Percentile	Santa Fe Springs	West Whittier - Los Nietos	South Whittier	Los Angeles County
Above Poverty	45.2	50.1	42.5	44.6
Employed	44.2	58.8	53.3	69.6
Median Household Income	52.7	58.2	58.1	66.1
Pre-School Enrollment	56.1	79.4	53.7	87.5
High School Enrollment	67.8	75.1	52.3	49.1
Bachelors Attainment	21.3	21.5	26.0	66.1
Insured Adults	29.6	24.7	26.1	10.7
Severe Housing Costs Burden	18.2	51.0	36.6	7.1
Homeownership	52.2	67.0	50.0	1.8
Housing Habitability	71.3	29.0	37.9	19.6
Uncrowded Housing	11.4	15.8	9.6	1.8
Retail Density	74.7	77.5	71.0	98.2
Supermarket Access	91.2	77.5	92.7	96.4
Park Access	65.5	38.9	45.6	57.1
Tree Canopy	33.7	32.6	33.2	25.0
Alcohol Establishments Availability	21.9	21.0	12.3	3.6
Clean Air - Diesel PM	6.5	12.1	17.9	3.6
Clean Air - Ozone	59.6	59.6	59.6	42.9
Clean Air - PM_{2.5}	17.0	16.6	17.8	14.3
Safe Drinking Water – Contaminants	30.1	17.2	50.6	32.1
Two Parent Household	14.8	40.2	37.6	25.0
Voting	14.0	17.0	16.7	7.1
Active (Healthy) Commuting	36.4	48.9	40.8	82.1
Automobile Access	42.1	46.8	55.0	1.8

Food Security and Grocery Store Access

Santa Fe Springs is an important link in the region’s food supply chain. Far from being a “food desert,” it is home to the Interfaith Food Center food bank, the headquarters of Mothers NC specialty WIC retailer, a two-acre Community Garden, several produce and goods wholesalers and transporters, and major national and regional grocery stores. However, given that the city has a daytime population of 100,000, the distribution and low density of commercial retail zones for groceries and other food retailers should be considered a food security priority.

Food security is having the means to access healthy and nutritious food. Food accessibility factors include travel time to shopping, availability of healthy foods, and food prices---relative to access to transportation and the socioeconomic resources of food buyers. The poverty rate is a gauge of food security since it is based on three times the food budget for a family of four updated by the Consumer Price Index annually and scaled for different family sizes. Government programs such as CalFresh Program/SNAP, free and reduced-price meals at schools, and income supports such as SSI boost incomes to buy food. Households with incomes less than 30 percent of the federal poverty level are vulnerable to food insecurity. In Santa Fe Springs, the percentage of households experiencing food insecurity is estimated to be three times the number of households (13.4 percent) that are below the poverty level and of which, 48.6 percent of these households received Food Stamps/SNAP. Table EJ-8 shows food insecurity using this metric.

Source: The California Healthy Places Index (HPI), Public Health Alliance of Southern California, 2020.



Figure EJ-8 show the grocery locations in the City that are distant from its residential neighborhoods. The map also identifies several census tracts that include:

- A poverty rate of 20 percent or higher, or with a median family income less than 80 percent of median family income for Los Angeles County
- More than 100 households have no access to a Vehicle
- A significant number of residents living more than one-half mile from the nearest supermarket

To address some of these challenges, goals and policies have been identified to decrease food insecurity and increase healthy food access. Additionally, Figure EJ-8 also identifies priority zones for siting community gardens or increasing opportunities for urban agriculture.

Priority Zone 1 focuses on creating urban agricultural incentives opportunities or identifying areas (public or private) for the production of healthy, locally sourced food on underutilized land in underserved areas. Other urban agriculture opportunities include micro farms, backyard farming, edible landscapes, and similar approaches.

Priority Zone 2 focuses on siting community garden opportunities within walking distance of the senior population living within the Costa Azul and Little Lake Village Senior Apartments.

These opportunities can open up new opportunities for local farming and gardening to provide locally grown produce to the local community.



Urban agriculture offers increased access to healthy, locally grown, and culturally appropriate food sources.

Table EJ-8: Income and Public Assistance

Income/Public Assistance within last 12 months (2020)	Households		
	Santa Fe Springs		LA County
	Number	Percent	Percent
Retirement Income			
Social Security Income	1,670	32.0%	25.2%
Retirement Income	795	15.3%	11.6%
Supplemental Security Income (SSI)	320	6.1%	6.9%
Public Assistance			
Public Assistance Income	202	3.9%	3.2%
Food Stamp/SNAP Benefits	408	7.8%	8.3%
Unemployment and Poverty			
Unemployment ¹	577	4.1%	6.8%
Poverty Rate	2,353	13.3%	14.1%

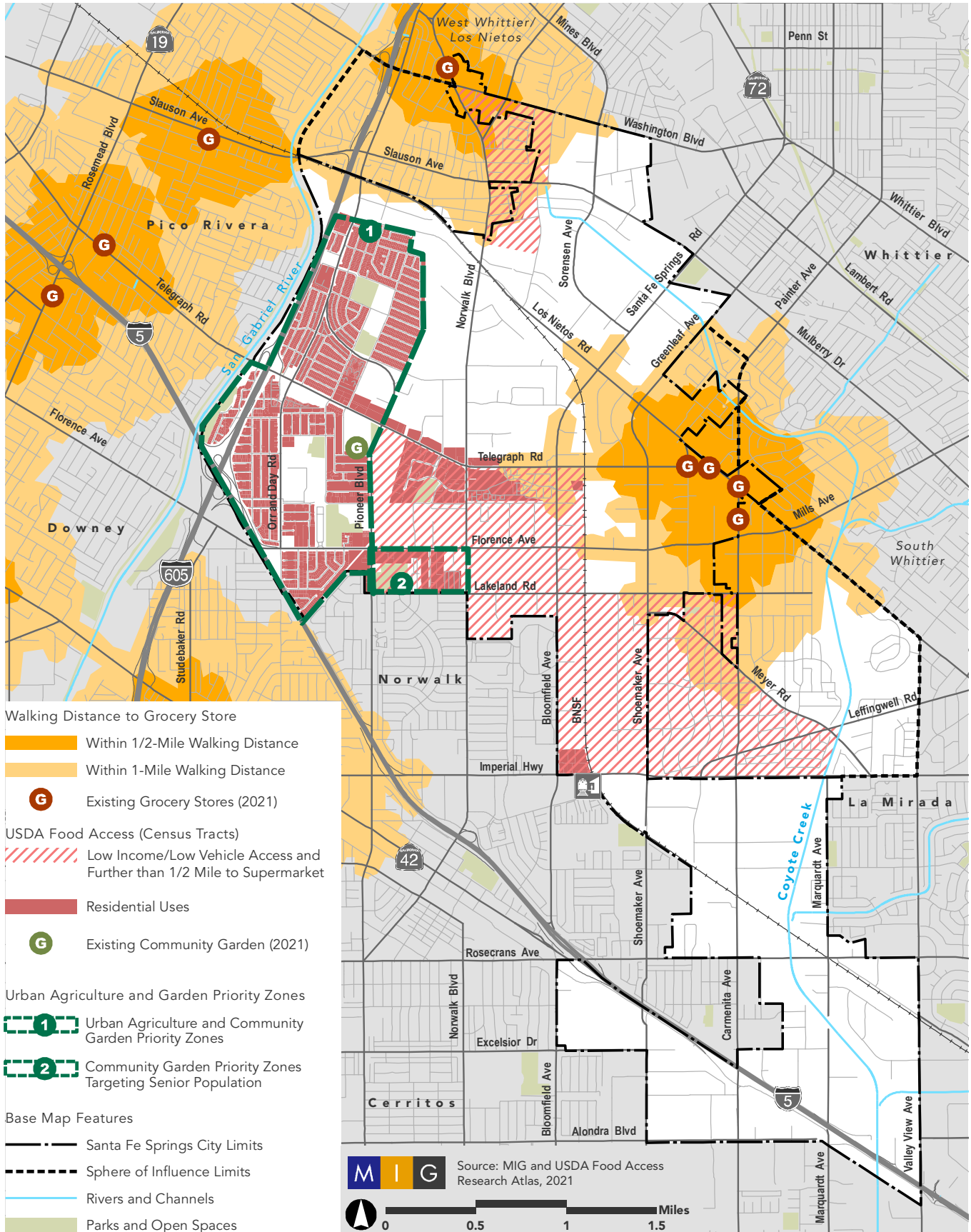
Source: U.S. Census, American Community Survey, 2018.

Note: These numbers do not reflect coronavirus disease (COVID-19) pandemic of 2020.

Figure EJ-8: Population Characteristics Scoring



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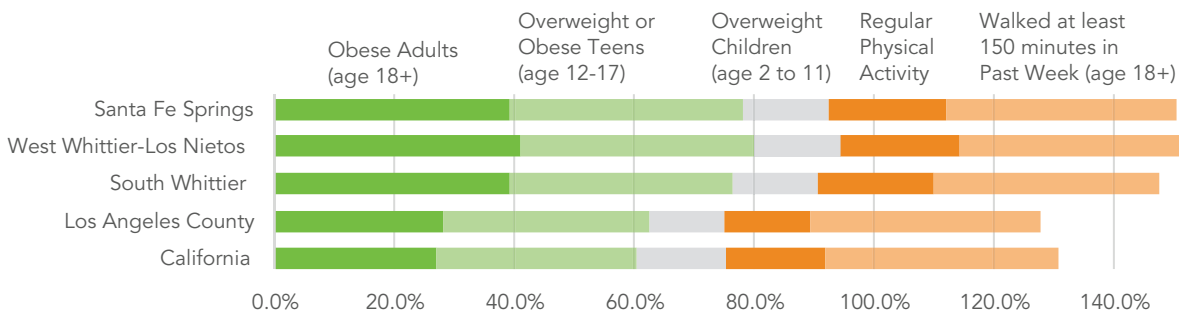
Physical Activity and Park Access

Research demonstrates that participating in regular moderate to vigorous physical activity provides many health benefits. Some benefits of physical activity can be achieved immediately, such as reduced feelings of anxiety, reduced blood pressure, improvements in sleep, some aspects of cognitive function, and insulin sensitivity. Other benefits, such as increased cardiorespiratory fitness, increased muscular strength, decreases in depressive symptoms, and sustained reduction in blood pressure, require a few weeks or months of participation in physical activity. Physical activity can also slow or delay the progression of chronic diseases, such as hypertension and type 2 diabetes. Benefits persist with continued physical activity.

Figure EJ-9 shows the level of self-reported physical activity in the City and surrounding areas per the California Health Interview Survey. Compared to Los Angeles County, respondents in Santa Fe Springs have higher physical activity levels among children and adults 18 and over are likely to walk at least 150 minutes per week. This may be due to the comparatively high levels of park access and high quality of parks in Santa Fe Springs.

In Santa Fe Springs, 77 percent of City residents live within one-quarter mile—or a five-minute walk—of a City or County park, and 91 percent of City residents live within one-half mile, or a 10-minute walk. Residents within adjacent County unincorporated areas appear to enjoy less access to parks, with only seven percent of residents within a five -minute walk and 15 percent living within one-half mile (see Figure EJ-9).

Figure EJ-9: Weight and Physical Activity



Source: AskCHIS Neighborhood Edition, California Health Interview Survey (CHIS), UCLA, 2018.

There are areas (shown in red in Figure EJ-9), which are all classified as disadvantaged communities, where there is or will be a need for parks or recreation facilities. These areas are potential future park target areas.

Target Area 1 is in the northern portion of the City and has the highest residential population density with several large apartment complexes. Although these complexes have some private recreational areas, including swimming pools, there are no public parks within walking distance to this area. Planned transit-oriented development to complement a future light-rail station will allow for additional higher density, multi-family residential developments. A small public park, such as a parkette or similar facility, would meet the park access needs in this area.

Target Area 2 is small single-family residential neighborhood. With the close proximity to the Los Nietos Community & Senior Center, a potential joint-use facility or joint effort to increase park space in this area would benefit both City and County residents. Since many of the homes have front and rear yards that can provide some outdoor play areas for residents, the priority for identifying a park in this area is lower than Target Area 1.

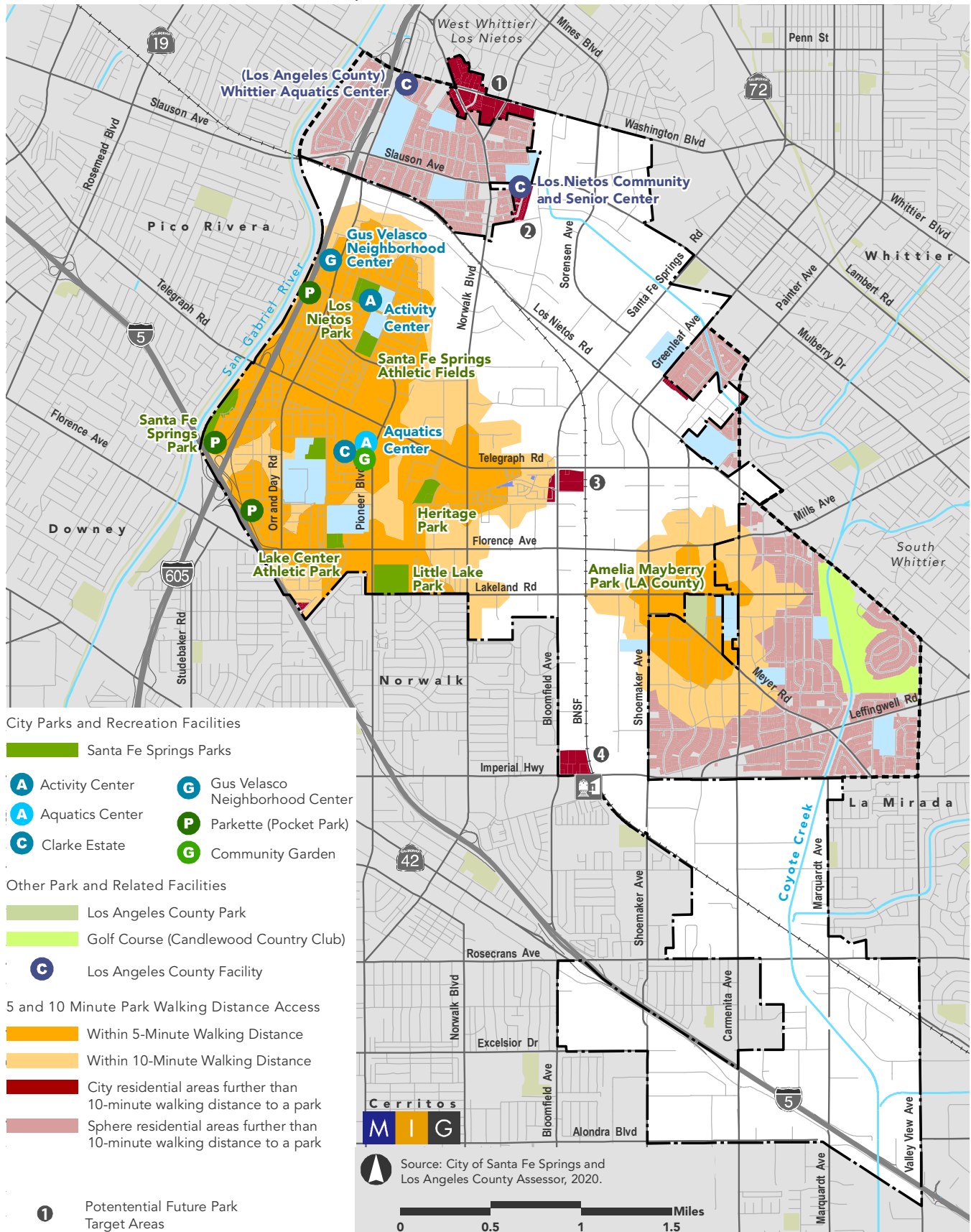
Target Areas 3 and 4 are planned mixed-use areas, as identified in the Land Use Element. Future park needs could be accommodated by private parks and recreational common open spaces that is provided by the new multi-family development.

Goals and policies to address park need in disadvantaged communities are in the Conservation and Open Space Element.

Figure EJ-9: Population Characteristics Scoring



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Environmental Justice Goals and Policies

The following goals and policies provide guidance in addressing the current and future challenges the City will confront.

To help identify goals and policies that align with the General Plan Guiding Principles, the following symbologies represent each of the Guiding Principles:

- 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

Reducing Pollution Exposure

GOAL EJ-1: REDUCED EXPOSURE TO AIR POLLUTION AND HAZARDOUS MATERIALS

- Policy EJ-1.1:** **Roadway Pollution Burdens.** Mitigate impacts on residential neighborhoods immediately adjacent to I-605 from noise and air pollutant emissions. **CSE**
- Policy EJ-1.2:** **Truck Idling Restrictions.** Designate acceptable and unacceptable areas for freight trucking and diesel truck idling to limit impacts on disadvantaged communities already overburdened by air pollution. **CSE**
- Policy EJ-1.3:** **Cleanup Sites.** Prioritize the cleanup of former landfill and contaminated lands within disadvantaged communities. **CSE**
- Policy EJ-1.4:** **Industrial Pollution.** Reduce pollution exposure in residential neighborhoods by limiting industrial operations that generate potentially hazardous air pollutants. **CSE**
- Policy EJ-1.5:** **Stationary Source Emissions.** Consult with California Air Resources Board and the South Coast Air Quality Management District to ensure the appropriate monitoring of stationary source emissions and to receive aid and assistance to reduce exposures to harmful air pollutants, especially in disadvantaged communities. **CSE**
- Policy EJ-1.6:** **Public Education.** Develop community programs to improve public awareness of State, County, regional, and local agencies, and resources. **CSE**



to assist with air quality and other environmental quality concerns. Provide materials in multiple languages, especially in Spanish and consider Korean.

Policy EJ-1.7:



Emission Data Collection.

Coordinate with the South Coast Air Quality Management District to explore ways to initiate data collection efforts for a community emissions reduction and/or community air monitoring plan, including the identification of: information needed (new or updated), potential data sources and the resources needed, and strategies to engage residents and collect information.

Policy EJ-1.8:



Green Buffers. Expand trees and landscaping to build an extensive green buffer between residential neighborhoods and freeways, rail corridors, and industrial districts to help reduce air pollution impacts. Prioritize residential neighborhoods that are designated as disadvantaged communities.

Refer also to the Safety Element for policies related reducing pollution in residential neighborhoods.

Open Space and Physical Activity

GOAL EJ-2: ACCESSIBLE OPEN SPACES AND INCREASED LEVELS OF PHYSICAL ACTIVITIES

Policy EJ-2.1:



Physical Activity. Promote physical activity programs and education for residents and encourage them to participate regularly in physical activity and active lifestyles.

Policy EJ-2.2:

Walking and Biking. Promote

walking, biking, and other modes of active transportation as easy, healthy, and fun ways to complete local errands and short trips.

Policy EJ-2.3:



School Programming. Support school district activities, programs, and planning efforts that encourage physical activity and wellness.

Refer also to the Open Space and Conservation Element for policies related to enhancing parks and open spaces.

Prioritizing Community Needs

GOAL EJ-3: MEETING DISADVANTAGED COMMUNITIES' NEEDS

Policy EJ-3.1:



Grocery Stores. Prioritize the siting of a new grocery store west of Norwalk Boulevard and within walking distance to residential neighborhoods and senior housing.

Policy EJ-3.2:



Park Facility. Identify opportunities to development small urban park or similar within the Potential Future Park Target Areas identified in Figure EJ-9.

Policy EJ-3.3:



Bicycle and Pedestrian Safety. Prioritize pedestrian and bicycle safety improvements in disadvantaged communities.

Policy EJ-3.4:



Community Services. Maintain and improve community programming and services provided at the Gus Velasco Neighborhood Center, Activity Center, and the Lake Center Athletic Park/Betty Wilson Center.

Policy EJ-3.5:



Weatherization Programs. Assist residents in disadvantaged communities to



retrofit their homes to be more energy efficient, weatherproof, and better protected from air and noise pollution.

Policy EJ-3.6: Supporting Health Services.



Collaborate with community-based organizations and local health providers engaged in improving public health and wellness, expanding access to affordable quality health care, and providing medical services for all segments of the community, as well as assigning priority to expand or improve health services to underserved areas.

Policy EJ-3.7: Equitable Programming and Services.



Ensure educational, recreational, and cultural programs and activities of local interest that are inclusive and affordable to all.

Civic Engagement

GOAL EJ-4: INCREASED CIVIC ENGAGEMENT FROM DISADVANTAGED COMMUNITIES

Policy EJ-4.1: Civic Engagement.



Support an equitable and comprehensive approach to civic engagement and public outreach on all aspects of City governance and delivery of services.

Policy EJ-4.2: Outreach Strategy Plan.



Create a comprehensive community outreach strategy that serves as a framework for all departments to participate in meaningful two-way communication with the public, prioritizing residents in disadvantaged communities and those with language barriers.

Policy EJ-4.3: Standard Meeting Conduct.



Conduct all public meetings in a fair, transparent, and publicly accessible manner. Consider providing translation and interpretation services at public meetings, when necessary.

Policy EJ-4.4: Special Meetings.



Consider conducting special informational meetings for projects that could pose impact on disadvantaged communities, including projects that may handle hazardous materials, emit air pollution, and/or create truck or rail traffic.

Healthy Foods Access

GOAL EJ-5: IMPROVED COMMUNITY HEALTH AND WELLNESS THROUGH HEALTHIER FOOD OPTIONS

Policy EJ-5.1: Access Healthy Foods.



Encourage the provision of safe, convenient opportunities to access healthy food products by ensuring that sources of healthy foods are easily accessible from all neighborhoods.

Policy EJ-5.2: Food Education.



Support food education programs and public service programming and messaging in different languages about healthy eating habits, food choices, culinary classes, nutrition, and related City programs.

Policy EJ-5.3: Urban Agriculture.



Promote and expand urban agricultural opportunities within disadvantaged communities, including home gardens, community gardens, urban orchards, farmers' markets, and small-lot urban agricultural projects on underutilized sites,



park or community facilities, schools, and remnant vacant properties.



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Heritage Park

Heritage Park is a beautifully landscaped six-acre reconstructed ranch estate from the late 1800's. The Plant Conservatory building houses many plants and provides a backdrop for wedding ceremonies.

PUBLIC REVIEW DRAFT

CHAPTER 7

CONSERVATION AND OPEN SPACE ELEMENT

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Re-Imagine
Santa Fe Springs

2040 GENERAL PLAN



Santa Fe Springs Open Spaces

Santa Fe Springs' neighborhoods consist of tree-lined streets that contribute to the city's urban forest, open spaces for outdoor recreational opportunities.



CHAPTER 6: CONSERVATION AND OPEN SPACE

The Framework

The “springs” in Santa Fe Springs refers to a sulfur hot spring discovered in the 1870s amid the agricultural and ranch lands that covered the region. An enterprising landowner, J.E. Fulton, developed a sanitarium at the springs site where people suffering from tuberculosis, and other maladies, could benefit from the mineral springs and enjoy the amenities of Fulton’s facility, including reading rooms, bath houses, and hot and cold running sulfur water in every room.

The presence of the springs indicated another resource that would draw people to the little town: oil. Following the first successful oil well drilling in 1921, major oil companies and speculators descended upon Santa Fe Springs, extracting hundreds of thousands of barrels of oil daily in those early years. And while petroleum industry activities have significantly diminished and Santa Fe Springs has grown to become a city of almost 20,000 residents with a diverse industrial economy, its foundations as a community with unique natural resources are evident in the still-pumping oil wells tucked in among buildings and the celebration of the city’s history at Heritage Park.

Natural resources, open spaces, and cultural touchstones provide richness in a community. In Santa Fe Springs, residents enjoy 80.3 acres of parklands and other open spaces. While the community is fully urbanized with no natural open spaces, within a 15-minute drive, residents can get to trailheads in the Puente Hills or wide-open natural areas at Whittier Narrows.

This Open Space and Conservation Element addresses preservation and enhancement of the open spaces important to local community life, and the careful conservation of natural resources that contribute to a quality living environment.

Under California General Plan law, the term “open space” applies to a broad range of open space-related uses, but this element is only required to address those germane to Santa Fe Springs. With regard to conservation, planning policies and actions target:

- Energy-producing resources (oil, solar) and energy conservation
- Air quality improvements, including reductions in methane gas emissions

Open Spaces Relevant to Santa Fe Springs



Open spaces for outdoor recreation:

parks, cultural landmarks, trails, publicly owned corridors such as utility easements



Open spaces for natural resource preservation and conservation:

groundwater, creeks and drainage channels, and urban forest



Open spaces for the managed production of resources:

oil extraction



Open Spaces for Outdoor Recreation – Parks and Recreation Services

The City's Community Services Department, Parks and Recreation Services Division manage the many local park facilities, runs extensive recreation programs, and cultivates community health through a community garden. Residents of all ages participate in the programs and community events that many cite as a great reason to live in Santa Fe Springs.

In maintaining existing parks and recreation facilities and providing new amenities, the City applies the philosophy that those spaces must be:

- **Smart:** Sustainable, durable, and distinctive
- **Multipurpose:** Combining complementary uses and purposes
- **Ecological:** Open spaces and buildings that contribute to the urban ecosystem and do not harm water, soil, light, and air such
- **Universal:** Inclusive, barrier-free spaces and programming for people of varying abilities and vulnerable populations in environmental justice communities

Context for Parks Planning

Within the city limits, parkland and open spaces encompass about 80.3 acres, or just over two percent of all land area. (Within the overall Planning Area, parks also represent about two percent of the land area.) In 2021, with a population of 18,295, Santa Fe Springs had a ratio of 4.4 park acres per 1,000 residents, a number most parks planners would consider quite healthy. (See Table COS-1 for parks descriptions and the General Plan Existing Conditions Technical Report for full descriptions of park and recreation resources.) However, urbanization has all but eliminated natural open spaces and vacant properties for new parks, and with Santa Fe Springs anticipating almost 30,000 residents at build-out (2040), attention will be directed toward strategies to create innovative recreation and public gathering spaces. In particular, opportunities for new park and recreation facilities will need to be explored around the planned transit-oriented developments on Washington Boulevard and Imperial Highway.

Also, all Santa Fe Springs residents should be able to easily access at least one existing or planned park, with a standard metric being living within a 10-minute walk from one's home. In Santa Fe Springs, walking can be a challenge with the volumes of heavy truck traffic; thus, that 10-minute walk might be encouraged, such as sidewalks that are setback from the curb, especially



Los Nietos Park playground



Table COS - 1: Parks and Recreation Facilities

Facility	Type	Acres	Amenities
Santa Fe Springs Recreation Facilities			
City Parks			
Los Nietos Park	Park	11.0	Athletic fields (baseball/softball), basketball courts, children's playgrounds, equipment for use, handball/racquetball, horseshoe pits, lighted facilities, picnic areas with bbq grills, restrooms, tennis courts, wading pool, child care center
Santa Fe Springs Park	Park	10.8	Athletic fields (baseball/softball), basketball courts, children's play area (playgrounds), equipment for use, handball/racquetball, horseshoe pits, picnic areas with bbq grills, available for rent, playing fields, restrooms, wading pool, parking lot
Santa Fe Springs Athletic Fields	Park	7.0	Athletic fields (baseball/softball), playing fields, playground
Little Lake Park	Park	19.8	Athletic fields (baseball/softball), basketball courts, equipment for use, formal picnic areas, playing fields, children's play area (playgrounds), horseshoe pits, lighted facilities, picnic areas with bbq grills, sheltered picnic area available for rent, wading pool, parking lot
Lake Center Athletic Park	Park	4.5	Baseball/softball fields, basketball courts, play fields, playgrounds, picnic areas
Lakeview Park	Park	6.7	Athletic fields, basketball courts, playground, handball/racquetball, picnic areas with BBQ grills, restrooms, wading pool
Parkettes			
Bradwell Avenue Parkette	Parkette	0.2	Playground, turf area, and benches
Davenrich Street Parkette	Parkette	0.1	Playground, turf area, and benches
Longworth Avenue Parkette	Parkette	0.2	Playground, turf area, and benches
Other City Recreational Facilities			
Clark Estate	Historical Site and Events Center	6.0	Historic building, rental facilities
Friendship Park	Passive Green Space	0.2	Monument and passive space
Heritage Park	Historical Site and Passive Green Space	7.5	Carriage Barn Museum, Tankhouse Windmill Building, Plant Conservatory, special event rentals, picnic areas with BBQ grills, restrooms, parking lot, walking trail, railroad exhibit with vintage steamboat locomotive, an aviary
Santa Fe Springs Aquatics Center	Aquatics Facility	2.3	Outdoor swimming pools
Santa Fe Springs Community Garden	Community Garden	2.0	Gardening parcels for rent, equipment for use, picnic area
Soaring Dreams Plaza	Passive Green Space	2.0	Bronze statues, open lawn, and benches
Santa Fe Springs (City) Total		80.3	



Facility	Type	Acres	Amenities
Other Recreation Facilities - Sphere of Influence (SOI)			
Amelia Mayberry Park	Los Angeles County Park	14.4	Athletic fields (baseball/softball), basketball courts, senior center, barbecues, playgrounds, community gardens, fitness par courses, fitness zones, formal picnic areas, picnic tables, splash pads
Other Recreation Facilities (SOI) Total		14.4	



Los Nietos Park is very accessible to the surrounding neighborhood

along major arterials, to create more comfortable walking routes. Figure COS-1 identifies park locations and those existing and planned residential neighborhoods that are not within a 10-minute walk from a park.

Linkages might be provided along abandoned rail rights-of-way. Candidates include: 1) the La Habra Spur, a branch of the AT&SF line parallel to Florence Avenue and 2) the Whittier Branch of the Pacific Electric Railway, which has segments one block from the Whittier Greenway Trail. The La Habra Spur routes to South Whittier and over La Canada Creek, a tributary of Coyote Creek. The City is part of the planning group that adopted the Coyote Creek Watershed Management Plan in 2005. Core activities of that plan include new passive parks, habitat restoration, creek daylighting, and greenway access opportunities.

Within the Sphere of Influence, residents do not have such easy park access; nearly 80 percent of them do not live within one-half mile of a park. Notably, these neighborhoods have been identified as Disadvantaged

Neighborhoods, where residents have lower incomes and greater health challenges. Improved park access and facilities represent one step toward improving conditions.

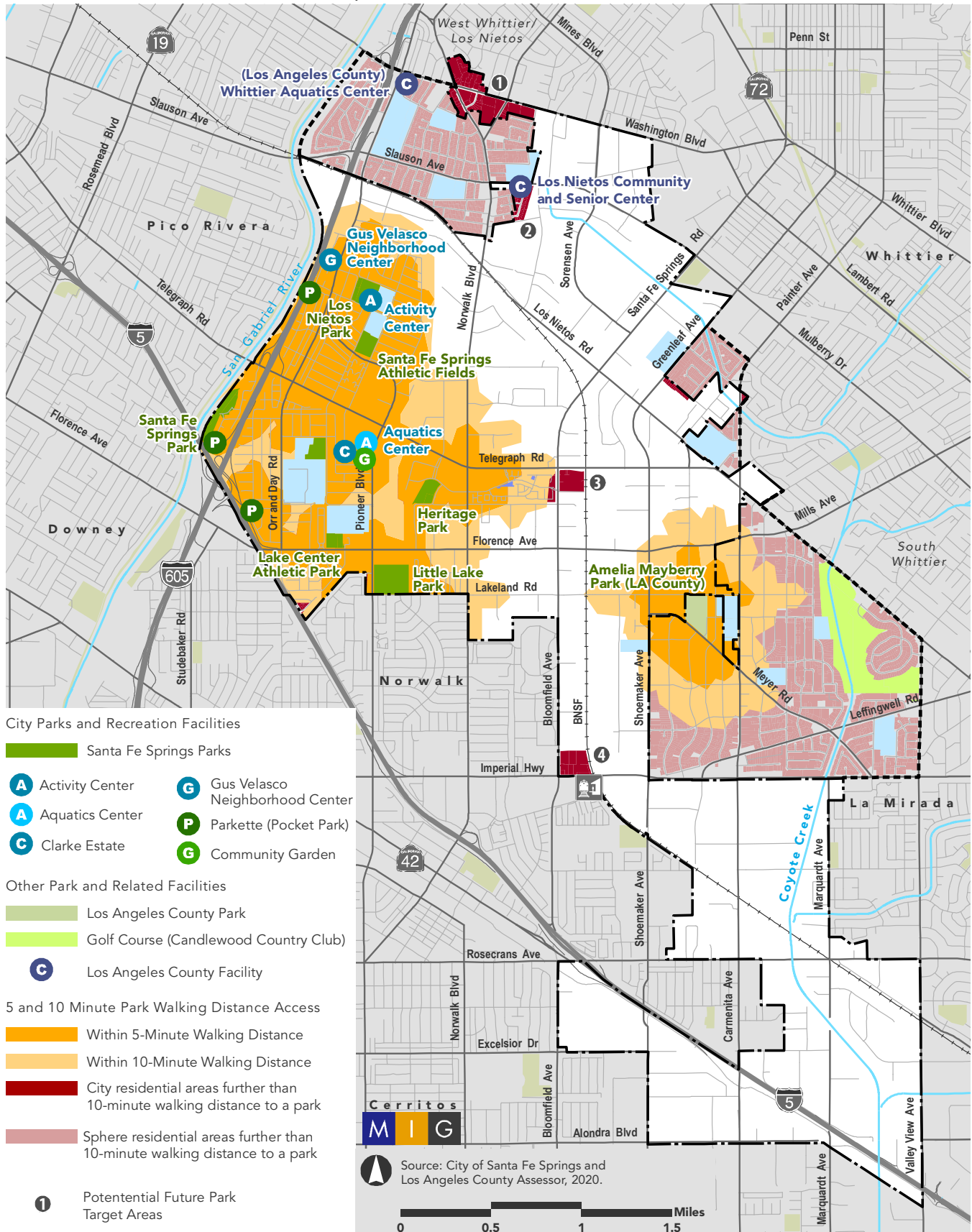
Key strategies the City has employed to increase park and recreation access—which benefit all residents within the Planning Area—include joint-use agreements with local school districts, Los Angeles County, and the cities of Whittier and Norwalk. When people visit parks, they often prefer those closest to their homes; city boundaries mean nothing. Thus, sharing maintenance costs among jurisdictions allows parks to best serve everyone.

Green park spaces are not the only places community members gather for leisure time. Recreation centers and event spaces in Santa Fe Springs are booked almost every weekend for public and private events. City residents enjoy family and friend time and make good use of City-owned and private facilities. Demand for such spaces can be expected to grow as the Santa Fe Springs resident population grows.

Figure COS-1: Parks and Recreation



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Trails

While Santa Fe Springs does not have any natural areas with trails, residents can easily access three trailheads to the San Gabriel River Bike Trail via Telegraph Road and Davenrich Street. The bike path along Coyote Creek, which begins in the city, also provides off-road cycling opportunity. Creating comfortable street environments that connect to the trailheads from all neighborhoods is part of the City's active transportation strategy.

Funding and Financing

A parks master plan will ensure a more refined assessment of future needs and project prioritizations—and will set the City up to best qualify for grants. County and State grants can be bolstered through partnerships with schools, utility providers, and public transportation agencies such as Caltrans, Metro, and Metrolink. New development will be required to fund new park facilities in underserved neighborhoods.

Recreation Programming

The City's Parks and Recreation Services Division offers a wide range of park and recreation programs for community members of all age groups, including community events, aquatics programs, and active, artistic,

and educational classes. The City hosts free and low-cost events year round and promotes them across multiple communications channels. Commitment to these programs remains high, as the programs encourage residents to engage in healthful exercise, advance their education, explore their creative selves, and overall, be active participants in community life.

Unique Open Spaces and Sites

Santa Fe Springs' history dating from the first settlement by persons of European heritage is well preserved and presented in the Clarke Estate and Heritage Park facilities. First developed as a rancho during the early Spanish land grants, the Santa Fe Springs area attracted people first for the sulfur springs and then oil. One of the earliest grand homes in the growing community was built in 1919 for Chauncy and Marie Rankin Clarke by famed architect Irving Gill. The home remained in the Clarke family until 1986, when it was purchased by the City and extensively renovated. The City now rents out the estate for weddings, receptions, and other events.

At Heritage Park, the City has preserved and recreated reminders of earlier eras: the 1880s Victorian ranch



San Gabriel River Trail is accessible to Santa Fe Springs residents via three trailheads



estate of a Mr. Hawkins and the adobe home of Patricio Ontiveros, a resident in the 1700s. Using old photographs, the City rebuilt the Hawkins carriage barn. The cobblestone foundation of the adobe home can be seen in the park as well. These unique open spaces educate, provide places to wander, and provide public event facilities.

Three cemeteries, Paradise Memorial Park, Little Lake Cemetery, and Olive Grove (Old German Church) also represent unique open spaces for cultural and historic reasons. Little Lake Cemetery (6.83 acres), on Lakeland Road, started receiving burials in 1872 and is governed by the Little Lake Cemetery District serving the residents of Santa Fe Springs, Norwalk and portions of La Mirada, Bellflower, and Downey. Olive Grove Cemetery (0.51 acres) on Painter Avenue is associated with congregants of the Old German Baptist Brethren established in 1893. It is now gated, but still publicly accessible with no known caretakers. Paradise Memorial Park (9.63 acres), on Florence Avenue, has a history of poor management. These cemeteries, which generally are at capacity, provide opportunities for historical and genealogical research, as well as quiet places to sit and reflect.

Art in Public Places

The City's Community Services Department also manages the Heritage Art in Public Places Program, the purposes of which is to:

- Provide a collection of nationally recognized permanent and temporary artwork throughout the city to be of public benefit. The program is designed to expand the opportunities for residents and visitors to experience artistic, historic, and cultural aspects of Santa Fe Springs through the placement of artwork in public places that may feature but is not limited to the historic periods of Native American, Spanish, Mexican, Turn of the Century Ranching, and Industrial/Modern; and
- Generate funding to support a range of artistic and cultural activities and venues that may include, but are not limited to, youth-oriented public art events, live theatre, music and dance festivals, museum activities, arts education, and facilities that support the creation, performance, and exhibition of art.

Access to art in the outdoor environment encourages residents and local employees to get outside. For example, at the Soaring Dreams Plaza within the Town Center, visitors can use the space to enjoy the art and use the plaza for picnicking and exercising. The plaza has been adapted for universal access in light of the City's commitment to universal design.



A sculpture of a family provides a picturesque scenery amongst the landscaping at the Gus Velasco Neighborhood Center



Open Spaces for Natural Resource Preservation

Surface Water and Groundwater Resources

Santa Fe Springs borders the east bank of the San Gabriel River. As part of a large-scale engineering enterprise to provide flood protection throughout Los Angeles County, the San Gabriel River was channelized and spreading basins established both to control devastating floods and create opportunities to recharge groundwater supplies in the growing region.

The river connects Santa Fe Springs to the wider ecosystem of the San Gabriel River Watershed. Coyote Creek is the largest tributary of the San Gabriel River, with headwaters that originate in Puente Hills and Coyote Hills and run in a concrete channel along the city's eastern boundary. Surface waters that originate in the San Gabriel Mountains recharge the Central Basin beneath the city; these are the primary source of its domestic water supply. (Other water agencies that serve small portions of the city and sphere areas obtain water from other basins and more distant sources provided by the Metropolitan Water District of Southern California.)

Regional and multi-jurisdictional planning has guided the health of the watershed and its recreational potential. Common priorities include restoration of riparian habitats, recreational trails, watershed management, and inter-agency coordination. No natural portions of the water system remain in Santa Fe Springs.

The City has limited opportunity to restore natural areas along the San Gabriel River. However, local efforts to increase groundwater recharge through low-impact development practices can contribute to the overall health of the system by increasing water supplies that feed nearby and downstream natural communities and by minimizing pollutant loads in urban runoff that finds its way downstream.

Low-impact development practices can include, but not limited to bioswales, green parking lots, permeable surfaces, rain gardens, and small vegetated retention basins.



Coyote Creek drainage channel



Bioswales. Bioswales are vegetated, shallow, landscaped depressions designed to capture, treat, and infiltrate stormwater runoff as it moves downstream. Bioswales use plants to capture sediment, reduce the velocity and volume of stormwater runoff, and biologically degrade pollutants, especially those from vehicles, including brake pads dust, tire dust, antifreeze, motor oil, and other particles.



Green Parking Lots. Green parking lots often reduce or eliminate curbing and include extensive landscaping which treats runoff and improves the appearance of the parking lot while also improving water quality by filtering and removing pollutants from stormwater. Green parking lots also include shade trees and permeable surfaces.



Permeable Pavements. Permeable pavements have spaces for air and water to pass through; the spaces allow water to infiltrate into the ground, thus reducing water runoff. Permeable pavements also have cooling properties due to evaporation and reduced heat storage. Permeable pavements are appropriate for sidewalks, parking lots, alleys, and streets.



Rain Gardens/Small, Vegetated Retention Basins. Rain gardens/small vegetated retention basins are landscaped areas that are designed to survive extremes in precipitation, and help retain or reduce stormwater runoff through infiltration or storage. The landscaping areas are often small and placed strategically in areas where stormwater currently overwhelms drainage capacity. Ideal locations include areas around Coyote Creek, the San Gabriel River, and industrial properties with large asphalt surfaces.





Urban Forestry

Trees cool their surroundings with their shade. They provide homes for birds and bear fruit. They clean the air and in urban environments, connect populations to the natural world. The author Matt Haig has said, “Finland is officially the world’s happiest country. It is also 75 percent forest. I believe these facts are related.”

In 1965, Santa Fe Springs adopted its first Tree Master Plan for the protection, preservation, planting, and regulating the removal of trees. The Public Works Department oversees programs relating to trees on public property and promotes tree planting on private properties in partnership with public and private pro-tree organizations. With the high volumes of truck traffic on major arterial roadways, tree selection and maintenance require focused effort. During preparation of this General Plan, community members expressed strong support for City programs that encourage street tree preservation and new tree planting and maintenance practices that preserve the beauty and function of trees on public property to create an urban forest and maximize shade coverage.

The City recognizes that trees need long-term management and maintenance, and as the climate gets warmer, trees may struggle. The General Plan will pursue innovative funding mechanisms to ensure long-term tree survival through tree management and proactive adaptation measures, such as planting more climate adaptive trees.

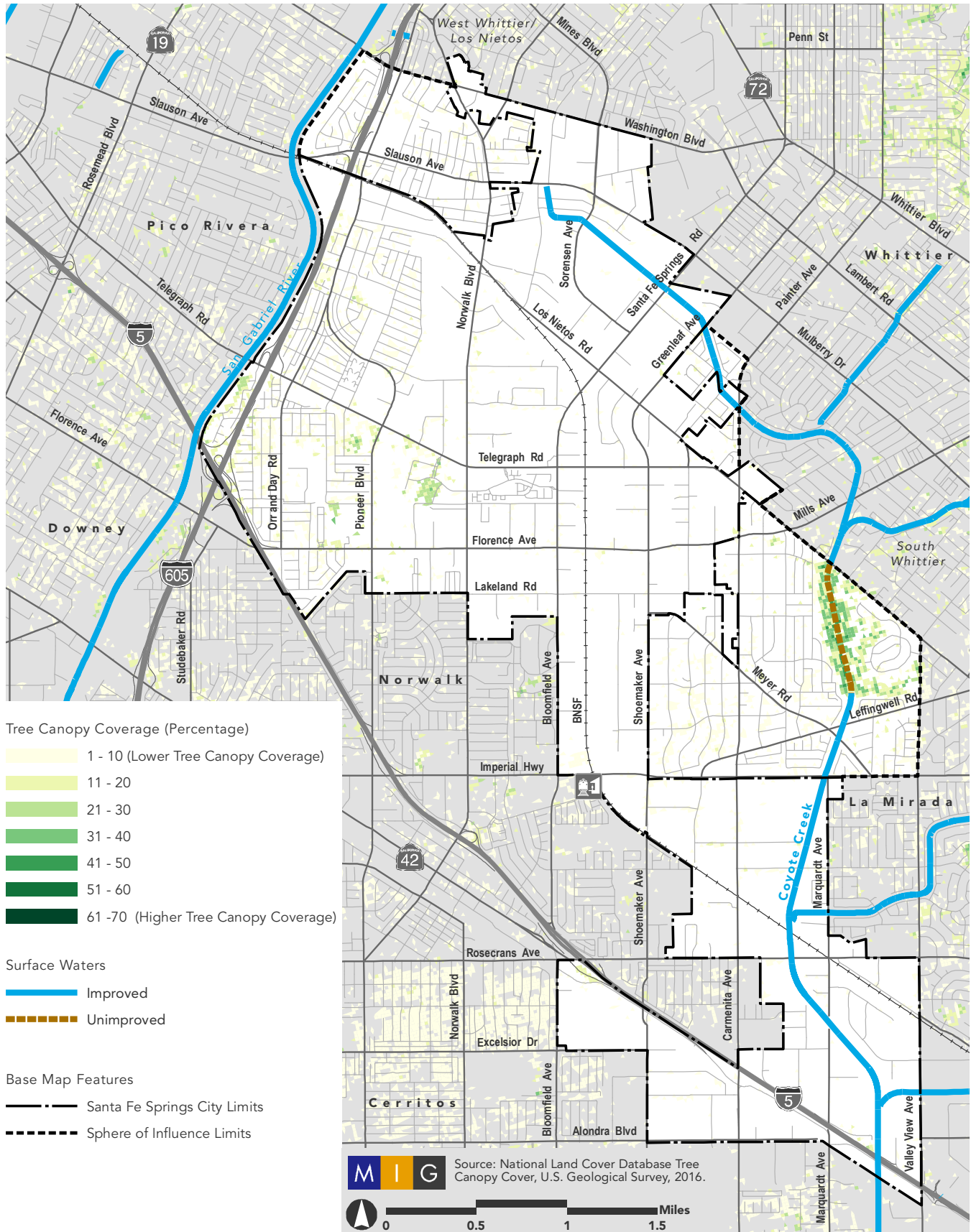


Mature Londonplane trees line the neighborhoods near Santa Fe Springs Park

Figure COS-2: Natural Resources



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Open Spaces for Managed Production of Resources

In the past, petroleum and natural gas from the Santa Fe Springs oil field represented a major regional source of petroleum products, from gas for vehicles to components of consumer and industrial goods. While the field's production has declined, substantial production still comes from the 200 or so wells centered around Telegraph Road and Santa Fe Springs Road and scattered throughout neighborhoods and districts citywide.

In the Los Angeles Basin, an estimate 1.4 and 5.6 billion barrels of oil remain to be recovered, although new technologies could prolong productivity. The Santa Fe Springs Oil Field constitutes approximately 5.5 to 6.7 percent of that recoverable oil, according to the 2013 assessment from a team of scientists at the United States Geologic Survey.

The City regulates extraction and processing activities through local zoning and land use regulations to mitigate impacts from surface operations on surrounding properties. However, all subsurface oil and gas activities, including well stimulation techniques such as hydraulic fracturing ("fracking"), are the exclusive jurisdiction of California Department of Conservation, Geologic Energy Management Division. The future of oil production in the city will depend upon continued technological improvements that further mitigate adverse environmental impacts of oil production and use, consumer trends regarding transition to electric vehicles, development of new uses for petroleum products, and general public attitudes about fossil fuel use.



Oil derrick pumps continue to pull oil from underground wells up to the surface within the Santa Fe Springs oil field.



Natural Resource Conservation

Water Supply

Local and regional groundwater basins from which the City and private water companies obtain their water supplies largely are adjudicated basins, meaning that withdrawal limits apply to each user. Within the Central Basin, from which the City's Water Utility Authority extracts water, the condition of underlying groundwater quality due to prior industrial discharges has limited the City's ability to withdraw from the basin; instead, the Water Utility Authority relies on imported water, as do, to some extent, the private water companies serving properties along the city margins. Regional efforts to control contaminated plumes will improve water supply and quality not just in Santa Fe Springs but for all basin users.

As required by law, the Water Utility Authority prepares an Urban Water Management Plan on a regular basis to define how projected water demands will be met under various scenarios, including increasingly common drought conditions. The City's Urban Water Management Plan does not indicate water shortage for any of the years up to 2040. During water shortage emergencies, the City will implement its Water Shortage Contingency Plan, which can impose up to a 50 percent mandatory reduction in water use. For catastrophic water shortages (drought, failures of transmission facilities, a regional power outage, earthquake, flooding, supply contamination from chemical spills, or other adverse conditions), the Emergency Response Plan identifies actions that will be taken to restore power, clean drinking water, or connect to other water sources.

To optimize groundwater supplies for potable uses, the City takes advantage of recycled water from wastewater treatment plants operated by the Los Angeles County Sanitation Districts. Recycled water distributed within the City's service area is used by industry (carpet manufacturing, cooling towers, and concrete mixing) and for irrigation at City parks (Heritage Park, Lake Center Park, Lakeview Park, Little Lake Park, and Los Nietos Park), athletic fields, schools, roadway medians, and business park landscaping. Caltrans uses the water to irrigate landscaping along its freeways and highways.

The City continues to retrofit landscape irrigation systems to use recycled water where available. Since 1992, the City has continued to add pipelines connecting to the Central Basin Metropolitan Water District (CBMWD) distribution system. In 2015, industrial use of recycled water accounted for approximately 40 percent of the City's total recycled water use. As the quality of treated wastewater improves through enhanced processes, it may be percolated into underlying groundwater basins, provided federal and State water quality standards can be achieved upon withdrawal for household use.



The use of recycled water is critical for sustainable management of long-term water supplies.



Energy Conservation and Air Quality Improvements

Since the energy crisis of the 1970s and the Three Mile Island meltdown scare in 1979, Californians have increased their efforts to be more mindful of how they use energy—particularly energy derived from fossil fuel and nuclear power sources. Saving energy accomplishes several goals: it conserves nonrenewable resources, helps people reduce their electricity and natural gas bills, and contributes to reductions in air pollution and greenhouse gas (GHG) emissions. California leads the nation in promulgating programs that provide clean energy sources (solar, wind, and hydroelectric power), reduce harmful air pollutants, and mitigate GHG contributions to climate change.

Many businesses in Santa Fe Springs can be considered power energy users, needing lots of electricity and natural gas for industrial processes and the lighting, air conditioning, and heating of very large buildings. Quite a few buildings with acres of flat roofs have solar power installations that meet those businesses' needs and feed electricity back into the grid. Given its significant industrial base, the City aims to lead in innovative strategies to reduce overall energy use, increase use of clean power sources, and reduce energy-related GHG emissions.

Building Electrification and Electric Vehicles

Residential and commercial buildings are responsible for roughly 25 percent of California's GHG emissions when accounting for fossil fuels consumed onsite and electricity demand. State building standards are moving more toward building electrification, and some cities in California now prohibit natural gas appliances in new residential units. About 10 percent of GHG emissions are due to the use of natural gas in buildings. The burning of natural gas also emits carbon monoxide, nitrogen oxides, ultrafine particles, and other toxic air contaminants. By electrifying heating, ventilation, air conditioning, and water heating systems in existing homes, a single-family home can save up to \$750 per year and a unit in a low-rise multifamily building can save up to \$300 per year in energy costs (2021 dollars). Retrofitting existing residential buildings for electric end uses such as cooling and heating has the potential to reduce GHG emissions by about 30 to 60 percent compared to mixed-fuel homes. If that electricity comes from "green" energy sources, additional reductions in pollutant emissions can be achieved.

The City continues the practice of adopting California's Green Building Standards (CALGreen) Code, and the the California Building Energy Efficiency Standards, as they are triennially updated, which includes mandatory



Solar rooftops on new homes under construction



measures to support the goals of the State’s GHG reduction program, including increased building electrification.

Many local industrial businesses include trucking-intensive operations. As truck fleets move toward electrification, local infrastructure will need to support quick vehicle recharging. The City is committed to changing codes and project review processes to support this transition. Also, automobile and light truck charging accommodations will be part of new development projects, with potential public/private partnerships at City facilities (parks, City Hall) for recharge stations.

Air Quality Improvement Initiatives

Economic development has relied on the success of commercial and industrial lands that cover about 79 percent of Santa Fe Springs. The dense network of freight rail lines, arterials, and regional freeways make Santa Fe Springs a desirable location for commerce and industry, particularly for goods movement. Santa Fe Springs’ jobs-housing ratio is almost 11 jobs for every household. Commuters from adjoining jurisdictions have identified Santa Fe Springs, one of the smallest cities in the County, as one of their top three work destinations.

This inflow of workers means lots of commute miles and associated emissions, combined with the high volumes of truck traffic. According to the Gateway Cities Council of Governments, in 2018, the energy and on-road transportation sectors generated 83 percent of all local GHG emissions in Santa Fe Springs, a higher percentage from these sources than in the Gateway Cities region as a whole. Natural gas and fuel for commercial and industrial sources contributed 93 percent of energy emissions.

The City participates as an active member in the Gateway Cities Council of Governments (Gateway Cities COG). The organization has prepared the Gateway Cities COG Air Quality Action Plan to identify strategies to reduce air pollution throughout the region and along the I-710 corridor in particular, given the high volume of port-related truck traffic on this freeway that feeds onto other freeways, such as I-5 and I-605 through Santa Fe Springs. A major effort is to implement the truck electrification strategies described above.

The Gateway Cities COG has also prepared a climate action planning framework (CAP Framework) to help member cities develop their own climate action plans. The City may consider preparing a CAP to implement goals in this General Plan. Strategies for GHG reduction incorporated into the General Plan include:

- Targeting transit-oriented development around the planned L Line light rail station on Washington Boulevard and MetroLink station in Norwalk
- Continuing to implement codified standards for methane gas control mitigation and reductions
- Increased electrification of commercial and truck fleets
- Aggressive solid waste diversion practices and economic development focused on “green” businesses

Toward Zero Waste

Solid waste generated at a site can directly produce GHG emissions via decomposition or incineration. Trash also generates vehicle-based emissions from trucks required to transport waste from its source to the waste handling facility. Organic waste in landfills emits 20 percent of the State’s methane and small particulate matter (PM_{2.5}). SB 1383 (2016) and prior solid waste legislation mandate organic waste diversion targets, with “zero waste” achieved when diversion reaches 90 percent. A reduction in the mass of municipal solid waste sent to landfills would lower emissions associated with its transport and treatment. This can be achieved by reducing the rate at which waste is generated, or by diverting material away from the landfill via on-site composting, reuse, or recycling operations (although direct and transport-related emissions associated with the alternate fuels must be accounted for too).

In California and throughout the country, waste recycling targets became more difficult to achieve in 2020 with the reluctance of foreign nations to continue accepting U.S. materials. In Santa Fe Springs, the opportunity exists for enterprising businesses to find new ways to both reduce their waste and invent processes that can find new uses for recyclable materials.



Goals and Policies

The following goals and policies provide guidance in addressing the current and future challenges the City will confront.

To help identify goals and policies that align with the General Plan Guiding Principles, the following symbologies represent each of the Guiding Principles:

- 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

Open Spaces for Outdoor Recreation – Parks and Recreation Services

GOAL COS-1: A VIBRANT PARK SYSTEM THAT MEETS EVOLVING COMMUNITY NEEDS

Policy COS-1.1: Parkland Acreage and Access.



Strive to maintain a parkland to population ratio of at least 4.0 acres per 1,000 residents and park facilities located so every resident lives within a 10-minute walk to a park or other recreation facility.

Policy COS-1.2: Use of Unique Property.



Utilize remnant properties along freeways, utility easements, or other corridors for use as recreational amenities or innovative urban open spaces.

Policy COS-1.3: Recreational Partnerships.



Promote private/public partnerships in the development of open space and recreational facilities in both private and public projects.

Policy COS-1.4: New Parkland. Require that new multi-unit residential development incorporate common and private open space facilities for its residents.



Policy COS-1.5: New Park. Pursue developing a small urban park north of Los Nietos Road to provide a recreational amenity for this disadvantaged community.



Policy COS-1.6: Maintenance. Ensure that the parks and recreation system is operated, maintained, and renovated to achieve user safety and security, sustainability elements, and user satisfaction.





Policy COS-1.7: Joint-Use Facilities. Promote joint use of school district properties to expand parkland facilities.

Policy COS-1.8: Facility Assessments. Evaluate and periodically report on the physical conditions and the quality of the City’s recreational and community services and facilities.

Policy COS-1.9: Park Improvements. Ensure park revitalization and improvements are designed to meet the evolving needs of the community over time.

Policy COS-1.10: Funding. Seek and leverage grant programs and other available funding sources in the planning, development, maintenance, and acquisition of parkland and open spaces.

Policy COS-1.11: Industrial and Business Outdoor Space. Encourage businesses to provide outdoor workspace and employee gathering spaces in the work environment that considers employee’s technology needs (e.g., Wi-Fi, outlets, communications, or outdoor screens) and weather functionality.

GOAL COS-2: DIVERSITY OF COMMUNITY SERVICES AND PROGRAMMING

Policy COS-2.1: Custom Programming. Assess the educational, cultural, health and wellness, and social needs of the community on a regular basis, and design recreational and social service programs that promote and support the wellbeing and healthy development of all community members.

Policy COS-2.2: Special Events and Activities. Operate and expand citywide special events and activities that are popular with the community.

Policy COS-2.3: Community Relationships. Provide recreational and social services in a professional, courteous, and ethical manner to strengthen strong relationships between the City and community.

Policy COS-2.4: Volunteerism. Foster volunteerism for staff community programs, particularly targeting teenagers, young adults, and seniors.

Policy COS-2.5: Health and Wellness. Design recreational and social service programming and services to form a comprehensive health and wellness program—including services that specifically support healthy physical activities.

Policy COS-2.6: Low-Income Residents. Design recreational and social service programming and services that target low-income residents living in disadvantaged communities.

Policy COS-2.7: Library Services. Design library services and programming to address changing demographics.

Policy COS-2.8: Community Gardens. Expand community gardens program to ensure all who wish to participate can—and in convenient locations.

Policy COS-2.9: Collaboration. Collaborate with non-profit groups and community-based service providers and organizations to



strengthen social services and meet community needs.

Policy COS-2.10: Community Facilities.



Maintain and improve the quality of established community centers and facilities.

Arts and Culture

GOAL COS-3: CELEBRATION OF THE CITY'S HISTORIC, CULTURAL, AND ARTISTIC RICHNESS

Policy COS-3.1: Outdoor Art Sculptures.



Expand the collection of permanent outdoor sculptures citywide through the Heritage Artwork in Public Places Program. Ensure that future artwork additions are appropriate, of superior quality, adequately funded, maintained, placed in unrestrictive settings, and representative of Santa Fe Springs' culture and aesthetic.

Policy COS-3.2: Visual and Performing Arts.



Promote and support children's educational programs that highlight the visual and performing arts.

Policy COS-3.3: Multi-Cultural Venue.



Consider developing a multicultural museum and center or expand or improve on established facilities.

Policy COS-3.4: Cultural Diversity.



Recognize the community's ethnic and cultural diversity through programming, public art, and special events.

Policy COS-3.5: Art Fest. Continue to improve and expand the City's annual Art Fest event.



Open Spaces for Natural Resource Preservation

GOAL COS-4: CLEAN SURFACE WATER, DRAINAGES, AND GROUNDWATER

Policy COS-4.1: Groundwater Supply



Remediation. Work with appropriate agencies and seek funding as appropriate to clean local groundwater to safe conditions.

Policy COS-4.2: Contaminated Soils.



Coordinate with responsible agencies to avoid threats that contaminated soils pose to groundwater quality.

Policy COS-4.3: Groundwater Contamination.



Evaluate all proposed non-residential development plans, activities, and uses for their potential to create groundwater contamination hazards from point and non-point sources and confer with other appropriate agencies to assure adequate review.

Policy COS-4.4: Runoff Pollution



Prevention. Require that new developments incorporate features into site drainage plans that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events. Such features may include additional landscape areas, parking lots with bio-infiltration systems, permeable paving designs, and stormwater detention basins.

GOAL COS-5: AN EXPANSIVE URBAN FOREST AND RELATED BENEFITS

Policy COS-5.1: Native Plants.



Encourage the use of native and climate-appropriate tree and plant species.



Policy COS-5.2: Urban Forest. Create a diverse and healthy urban forest on public and private lands utilizing drought-tolerant, shade trees with non-invasive root systems that are compatible with sidewalks and do not produce excessive debris. Select tree species that are not easily damaged by the high-profile trucks that predominate on the City's roadways.

ARC

Policy COS-5.3: Tree Canopy. Expand the urban tree canopy along streets and within expansive parking lots—connecting parks, schools, activity areas, commercial centers, and transit stops—to create comfortable walking conditions.

ARC

Policy COS-5.4: Green Buffers. Expand trees and landscaping to build an extensive green buffer between residential neighborhoods and freeways, rail corridors, and industrial zones to help reduce air pollution impacts. Prioritize residential neighborhoods that are designated as disadvantaged communities.

CSE

Policy COS-5.5: Environmental Benefits. Expand urban greening to reduce air and noise pollution, reduce and clean urban runoff, increase groundwater recharge, improve ecological diversity, and help cool neighborhoods by minimizing heat island effects.

CSE

Policy COS-5.6: Bird Nesting. Protect migratory and native bird nesting sites on trees and landscaping during construction and/or tree removal or trimming, with

CSE

special considerations during bird nesting season and within parkland, easements, or flood control areas along the San Gabriel River and tributaries.

Open Spaces for the Managed Production of Resources

GOAL COS-6: OIL EXTRACTION PRACTICES THAT MINIMIZE ENVIRONMENTAL HARM AND COMMUNITY DISRUPTION

Policy COS-6.1: Consolidation of Pump Locations. Continue to encourage oil production companies to consolidate pumping operations and relocate pumps away from existing and planned residential uses.

CSE

Natural Resource Conservation

GOAL COS-7: REDUCED WATER USE

Policy COS-7.1: Water-efficiency Programs. Provide incentives and penalties to businesses and residents to reduce water use over the long term and as part of standard operating practices—not just in short-lived response to drought conditions.

ARC

Policy COS-7.2: Increased Use of Recycled Water. Support initiatives of the Los Angeles County Sanitation Districts to increase availability and use of recycled wastewater.

ARC

GOAL COS-8: ENERGY-EFFICIENT OPERATIONS AND STRUCTURES

Policy COS-8.1: Efficiency of Existing Buildings. Improve energy efficiency of existing and new buildings, such as adding

CSE



energy efficient appliances and fixtures, improvements to windows, reflective shingles, roof and wall insulations, and other green building strategies.

Policy COS-8.2: Efficiency of City Operations.



Improve efficiency of municipal operations, public infrastructure, and City facilities and structures.

Policy COS-8.3: Energy Efficiency Strategies.



Encourage energy-efficient strategies of all new projects (public and private), including appropriate structure orientation and site design, passive solar approaches, the use of shade trees to maximize cooling, and to reduce fossil fuel consumption for heating and cooling.

Policy COS-8.4: Renewable Energy Industrial Facilities.



Promote the use of renewable energy and/or solar energy for large industrial operations on building rooftops or on large properties and support solar-ready buildings for large industrial buildings and warehouses.

Policy COS-8.5: Zero Net Energy.



Pursue Zero Net Energy standards for new public facilities, ensuring new buildings produce as much clean renewable energy as it consumes over the course of a year.

GOAL COS-9: AIR QUALITY CONDITIONS THAT IMPROVE OVER TIME

Policy COS-9.1: Land Use and Transportation.



Allow urban infill and transit-oriented communities within walking distance (10-minute walk or half-mile distance) of

transit stops and stations to reduce vehicle trips and trip lengths.

Policy COS-9.2: Evaluate Trucking Emissions.



Support low emission solutions and use of alternative fuels to improve trucking fleet fuel efficiency.

Policy COS-9.3: Reduce Greenhouse Gas Emissions.



Identify the specific activities/uses that the City will undertake to reduce greenhouse gas emissions.

Policy COS-9.4: Minimize Air Quality Impacts.



Minimize the air quality impacts of new development projects on established uses and nearby sensitive receptors.

Policy COS-9.5: Education Programs.



Partner with regional agencies to establish public education programs that provide information on ways to reduce and control emissions and make clean air choices.

Policy COS-9.6: Alternative Fuels.



Prioritize alternative fuel vehicles for City use, and encourage new residential, commercial, and industrial development be equipped with alternative fueling stations.

Policy COS-9.7: Coordination.



Provide updated data to the Southern California Association of Governments to assist in updates to the Sustainable Communities Strategies and Regional Transportation Plan.

Policy COS-9.8: Air Quality and Climate Change Analyses.



Require detailed air quality and climate change analyses and mitigation



plans for all applications that have the potential to adversely affect air quality.

Policy COS-9.9: Climate Action Plan. Consider

ARC

preparing a climate action plan to outline and prioritize City strategies for reducing greenhouse gas emissions by local businesses, residents, and City operations.

GOAL COS-10: SUBSTANTIALLY REDUCED SOLID WASTE PRODUCTION

Policy COS-10.1: Waste Recycle. Identify industries and businesses that recycle waste materials for productive reuse, and develop a strategy to bring those businesses to the city as part of a “green” business development strategy.

CSE

Policy COS-10.2: Reduce Waste Production. Work with businesses in the city to identify strategies and practices that can reduce waste production.

CSE

Policy COS-10.3: Waste Reduction Education. Support educational initiatives that create awareness in the business and residential communities of purchasing practices that can reduce waste production.

CSE

Historical and Cultural Resources

GOAL COS-11: CITY’S HISTORICAL AND CULTURAL ASSETS ARE PROTECTED, PRESERVED, AND CELEBRATED.

Policy COS-11.1: Historical. Sites of historical or cultural interest should be preserved and where applicable, enhanced.

EI

Policy COS-11.2: Historic Preservation. Assess the historical significance of

additional properties over 50 years old and encourage the preservation of public and private buildings which are of local, historical, or cultural importance.

EI

Policy COS-11.3: Archaeological Resources.

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

EI

Policy COS-11.4: Cultural Resources. Review all development and redevelopment proposals for the possibility of including cultural resources, such as the need for individual cultural resource studies and subsurface investigations.

EI

Policy COS-11.5: Railroad History. Expand historic preservation and education that focuses on the City’s railroad historic resource and remaining historical artifacts and facilities.

EI

Policy COS-11.6: Historic District. Consider evaluating and designating the Civic Center and Heritage Park properties into a Historic District that reflects multiple periods of significance.

EI

Policy COS-11.7: Promoting Historic Resources. Promote and utilize historic and cultural resources in the community, including the Clarke Estate and Heritage Park, as a means of bolstering economic development.

EI



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Santa Fe Springs Department of Fire - Rescue

The Santa Fe Springs Department of Fire - Rescue provides a variety of emergency services to the resident community and business population in an area of approximately nine square miles.

PUBLIC REVIEW DRAFT

CHAPTER 8

SAFETY ELEMENT

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Re-Imagine
Santa Fe Springs

2040 GENERAL PLAN



Oil Derrick Pumps in Santa Fe Springs

Also known as a sucker rod pump, this machinery of gears and cranks pump, a polished rod up and down bringing up continuous, reliable flow of oil from deep wells to the surface.

Photo source: Whittier Daily News



CHAPTER 8: SAFETY ELEMENT

The Framework

The Safety Element works together with the Land Use, Open Space and Conservation, and Environmental Justice elements to create an urban environment in which residents, local workers, and visitors feel safe. City leaders emphasize prevention and preparation to minimize risk and mitigate hazards associated with urban fires, earthquakes, oil field operations, air pollution, truck and train traffic, climate change, and people who break the law. This element identifies the risks to life and property associated with local and regional conditions and defines the actions Santa Fe Springs will take to be prepared and resilient.

Under the Federal Disaster Mitigation Act of 2005, cities that wish to participate in federal disaster relief programs are required to prepare and regularly update a Local Hazard Mitigation Plan, or LHMP. Much of the LHMP content overlaps with the Safety Element content requirements regarding description of local hazards, risk assessment, description of preparedness and response capabilities, and mitigation strategies. Thus, this Safety Element references the LHMP and supplements its content where State General Plan law asks for more specific information—for example, planning within the City’s sphere of influence.

While State law quite specifically identifies the types of hazards to be investigated and planned for in the Safety Element, not all apply to Santa Fe Springs. In the context of both hazard prevention and preparation, this element focuses on:

- Seismic and geotechnical conditions—regional and localized
- Flooding
- Urban fires
- Hazardous materials release threats
- Proactive planning with respect to evacuation routes, minimum road widths, and peak-load water supply

- Climate change vulnerability assessment
- Crime prevention

Through many existing programs, the City helps residents and businesses protect their properties. For example, the Municipal Code regulates structures, siting, operations, and enforcement to reduce risks posed by human-caused and natural hazards, including those associated with the extraction, processing, and transport of petroleum products. The City’s Municipal Code Chapter 150 (Building Regulations) adopts the Los Angeles County Building Codes. Chapter 151 (Flood Damage Prevention) serves as the floodplain management ordinance. Chapter 152 (Hazardous Waste Facilities) details the suite of strict land use and emergency operations regulations required for hazardous waste facilities.

As a general policy and to supplement City resources and efforts, the Safety Element supports the comprehensive planning and emergency response procedures contained in the Los Angeles County Operational Area Emergency Response Plan and the Los Angeles County All-Hazards Mitigation Plan.

Planning for a Safe Community – The Context

Since the discovery of oil in Santa Fe Springs in the 1920s, it has largely been an industrial city. The land use distribution and patterns reflect this history, with industrial businesses occupying 72 percent of all land area in 2021 and residential neighborhoods largely located along the city’s periphery. More than 50,000 workers employed by over 3,700 local businesses—largely involved in manufacturing and wholesale trades—commute into the city. While these businesses support a significant workforce, more than three-quarters of working Santa Fe Springs residents drive or take transit to jobs outside of the city, adding cars to the freeway network. Daily, anywhere from 30,000 to 50,000 vehicles travel along the major avenues that traverse Santa Fe Springs: Telegraph Road, Washington Boulevard, and Florence Avenue—each with multiple intersections and freeway on-ramps. A significant portion of these vehicles are heavy-duty trucks. During peak commute hours,



17,000 to 18,000 vehicles travel along I-605 freeway as it passes through the city. Thus, safety and emergency preparedness planning need to account for not just the 18,000 or so city residents but also the significant business presence and freeway traffic.

Of the 3,700 or so businesses located within the City, the U.S. Environmental Protection Agency (EPA) lists approximately 770 facilities in Santa Fe Springs whose activities involve using, storing, or transporting hazardous waste. Although highly regulated, these businesses present some level of risk and require that emergency response personnel be ready to respond to a myriad of potential accidents. In addition, all businesses and structures pose fire risks. Local employees and residents need to be aware of evacuation routes that provide rapid and safe distancing from fires or chemical accidents.

Sharing the same rail line right-of-way, BNSF Railway and metrolink traverses the north-south length of the city. The at-grade crossings create occasional traffic tie-ups and therefore pose increased risk of collisions.

The above paragraphs describe conditions created by humans that affect local safety conditions. Also relevant to public safety, the threat of earthquakes generated along local and regional fault systems and pockets of flooding during very unusual storm events. The adjacent chart identifies the human-caused and natural hazards of concern in Santa Fe Springs and the relative level of risk.

Anticipating Adverse Events and Conditions

The overarching goal of the Safety Element is to improve disaster planning and response for all types of potential adverse events: earthquakes, flooding, hazardous materials releases, urban fires, roadway and rail accidents, and increasingly, conditions associated with climate change (primarily extreme heat events), see Table S-1.

Critical and essential safety facilities to consider in public safety/disaster response planning include police and fire stations, the emergency operations center at City Hall, evacuation shelters, public schools, open spaces and parklands, and City maintenance yard. These are

command centers or otherwise places of relief and safe haven during an emergency. Maintaining critical infrastructure—water reservoirs, power lines and stations, transit stations, and data and communication lines—in good condition helps guard against disruption due to a disaster and in day-to-day operations.

Table S-1: Hazards and Risk Assessment

Hazard	Level of Risk
Earthquake	
» Surface Rupture	» Low
» Liquefaction	» High
» Ground Shaking	» High
Flooding	
» 100-Year Flood	» Low
» 500-Year Flood	» Low
» Dam Inundation	» Low
Fire	
» Chemical	» High
» Industrial	» Moderate
» High-pressure Lines	» Moderate
» Residential	» Low
» Wildland	» Low
» Hazardous Materials Release	» High
Vehicle Accidents	
» Truck/Auto	» Moderate
» Train	» Moderate
» Bicycle/Pedestrian	» Moderate
Climate Change Related	
» Extreme Heat Events	» Moderate
» Drought	» Moderate



Geologic and Seismic Hazards

Santa Fe Springs, like most California cities, lies within a seismically active region, with series of local and regional faults capable of producing significant earthquakes. Between 2021 and 2045, the Los Angeles region faces a 60 percent probability that it will experience one or more earthquakes of magnitude 6.7 or above, and a probability of seven percent for a magnitude 8.0 or above earthquake. Figure S-1 identifies the Norwalk fault running parallel to I-5 freeway in the southern portion of the City. The Puente Hill Blind Thrust Fault is also located underneath Santa Fe Springs, but not shown on Figure S-1.

The southern portion of the San Andreas fault represents the system with the greatest potential of producing a 6.7 to 8.0 magnitude or greater earthquake. The Elsinore and San Jacinto faults are also considered capable of a 6.7 earthquake and above. About nine miles south of Santa Fe Springs, the Newport-Inglewood fault is thought to be capable of a 7.0 magnitude event; the destructive 1933 Long Beach earthquake (6.3 magnitude) occurred along this fault zone.

The most recent damaging earthquakes that struck the Los Angeles Basin, the 1987 Whittier Narrows and 1994 Northridge, were produced by blind thrust faults—deep, folded geologic formations that do not appear on the surface. Despite the city's proximity to the 1987 Whittier Narrows epicenter, Santa Fe Springs experienced little damage to structures.

The geology underlying Santa Fe Springs consists of sand, loam, and clay soils which are highly susceptible to a condition known as "liquefaction;" liquefaction most frequently is of concern in association with an earthquake. Liquefaction occurs when water-saturated sediment temporarily loses strength and acts as a fluid, thus causing buildings to fail. In Santa Fe Springs, liquefaction hazards are present along the drainage channels on the periphery of the city, as well as residential and industrial areas in the north, residential neighborhoods and business areas west of Norwalk Boulevard, and primarily industrial areas south of Imperial Highway (Figure S-1). Although possible, liquefaction is unlikely to occur due to the water table depth of more than 50 feet citywide.

Notably, ground shaking and other earthquake-related hazards in Santa Fe Springs are not unusual in a California context. State and local building codes contain safeguards to prevent wide-scale building collapse. The primary issue of concern regarding geologic and seismic hazards is planning for the "big one:" a major earthquake with the potential to cause regional building damage, utility line and high-pressure gas line breaks, disruption of critical supply and service deliveries, injuries, and loss of life.

Measuring Earthquake Magnitude

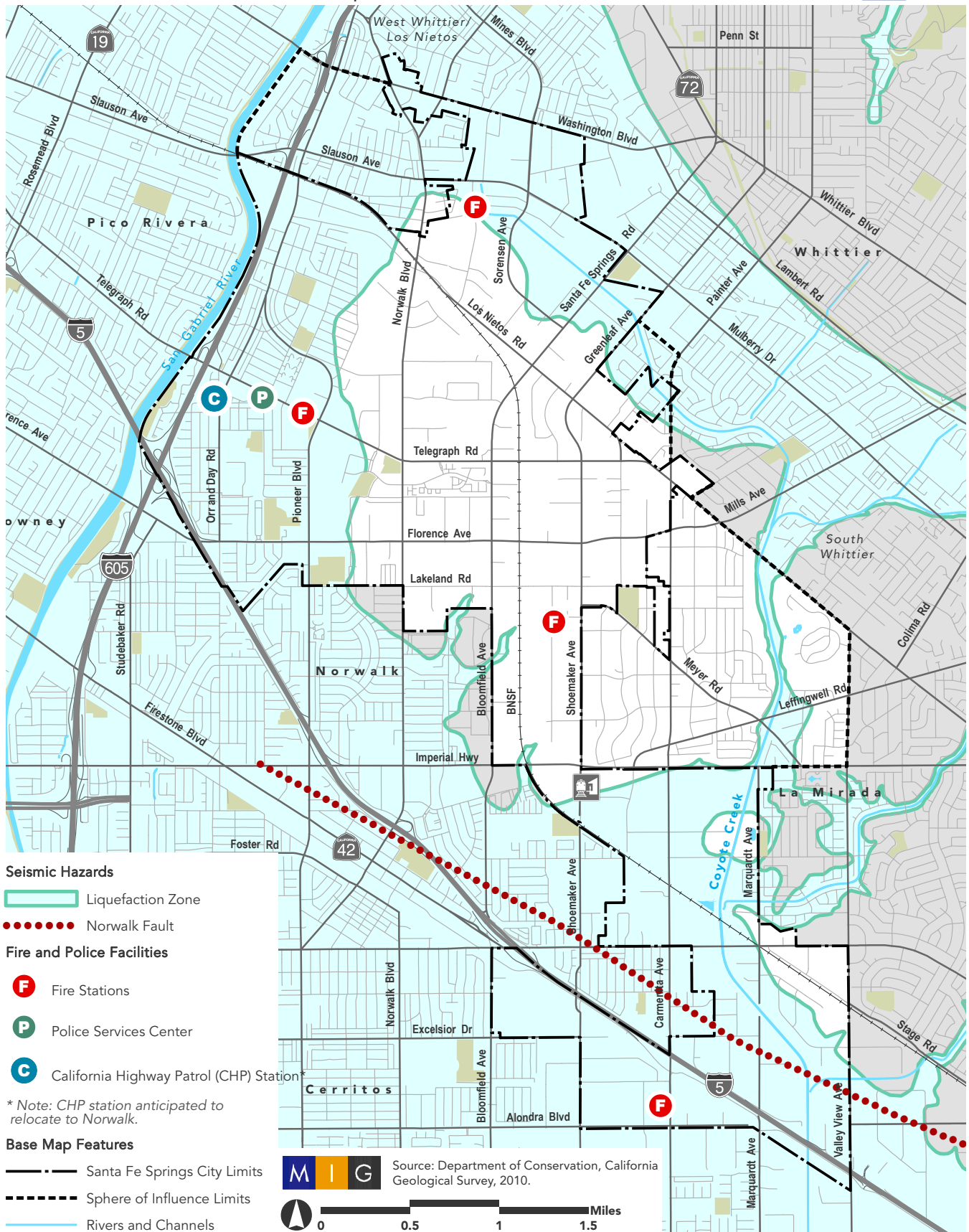
An earthquake results from the shifting of earth along a division in the earth's crust, a "fault." This slippage releases energy that we perceive as ground shaking. Scientists frequently report earthquake events in terms of "magnitude" (M) using a logarithmic scale. This means that each whole number in magnitude increase represents a tenfold increase in intensity. Generally, a 5.3 M earthquake is classified as moderate, and a tenfold increase to 6.3M is described as a strong earthquake.

No matter its magnitude, an earthquake's effects will vary substantially throughout a region based on distance from the epicenter and the underlying surface geology. For example, Santa Fe Springs generally has loose soils that cause residents to experience more severe shaking than a community built on solid granitic geology.

Figure S-1: Seismic Hazards



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Flooding and Dam Inundation Hazards

Regional flood control improvements constructed throughout the Los Angeles basin provide Santa Fe Springs with a high degree of flood protection. The Federal Emergency Management Agency (FEMA), as part of its flood insurance program, prepares maps that identify flood risks. As shown on Figure S-2, no 100-year flood zones exist within the city; flood zones associated with the San Gabriel River remain west of I-605. Risk of flooding from a 500-year flood event, defined as an event having a 0.02 percent chance of occurrence in any year, occurs primarily within the northern sphere of influence.

Inundation from the Hoover Reservoir and Whittier Narrows Dam located five miles northwest of Santa Fe Springs poses the greatest flood threats (Figure S-2). Whittier Narrows Dam was built as a flood risk management and water conservation project in 1957; it creates a reservoir capacity of 9.75 million gallons of water. In 2016, the U.S. Army Corps of Engineers determined the dam is structurally unsafe and poses a potentially catastrophic risk to the communities along the San Gabriel River floodplain. In addition, engineers found that the mile-long earthen structure could fail if water were to flow over its crest or if seepage eroded the sandy soil underneath. Inundation from dam failure would mostly affect the commercial, industrial, and residential areas of the city west of Norwalk Boulevard. As of 2021, measures to permanently address these issues were underway, including the securing of federal funds for dam improvements.

Hazardous Materials

Hazardous materials are substances or chemicals capable of having a harmful effect on human health or the environment. Hazardous materials are commonly used for industrial and commercial applications, but we also use them in everyday activities, from painting our houses to servicing our cars.

Many federal, State, and County agencies regulate the use, manufacture, transport, and storage of hazardous materials. For example, federal regulations pursuant to

the Resource Conservation and Recovery Act (RCRA) ensure the safe handling and disposal of municipal and industrial waste. Facilities that transport, generate, or treat hazardous waste must report their activities to the U.S. EPA and California Environmental Protection Agency (CalEPA), with the Department of Toxic Substances Control (DTSC), a CalEPA division, overseeing many programs focused on its mission to “protect public health and the environment from toxic harm.” See Figure S-3 for location of businesses that generate hazardous waste.

With its many industrial and commercial businesses and residential neighborhoods adjacent to those businesses, Santa Fe Springs remains aware of the need to ensure compliance with regulations intended to protect people’s health and guard against environmental harm. Past industrial activities—some occurring before protections were put in place—have created contaminated properties subject to remediation to improve health conditions. (Refer to the General Plan August 2020 Existing Conditions Technical Report for details regarding sites.) The Omega Chemical Corporation Superfund site just outside of the City limits has impacted groundwater conditions in Santa Fe Springs that require longer-term attention, see Figure S-4.

Oil Field Operations and High-Pressure Pipelines Lines

Oil Field Operations

Santa Fe Springs’ history as a highly productive oil field also has created hazardous conditions. From the first successful oil well drilling in 1921, the petroleum industry thrived well into the 1980s. Consolidation of operations and declining productivity of the resource has reduced activity to about 10 city blocks (see Figure S-5), with inactive wells plugged. The presence of plugged, abandoned, and active oil wells, as well as contaminated soils creates challenges for reuse of those properties. However, successful remediation and redevelopment has occurred, with the conversion of former oil fields into productive industrial businesses and even a new

Figure S-2: Flooding Hazards



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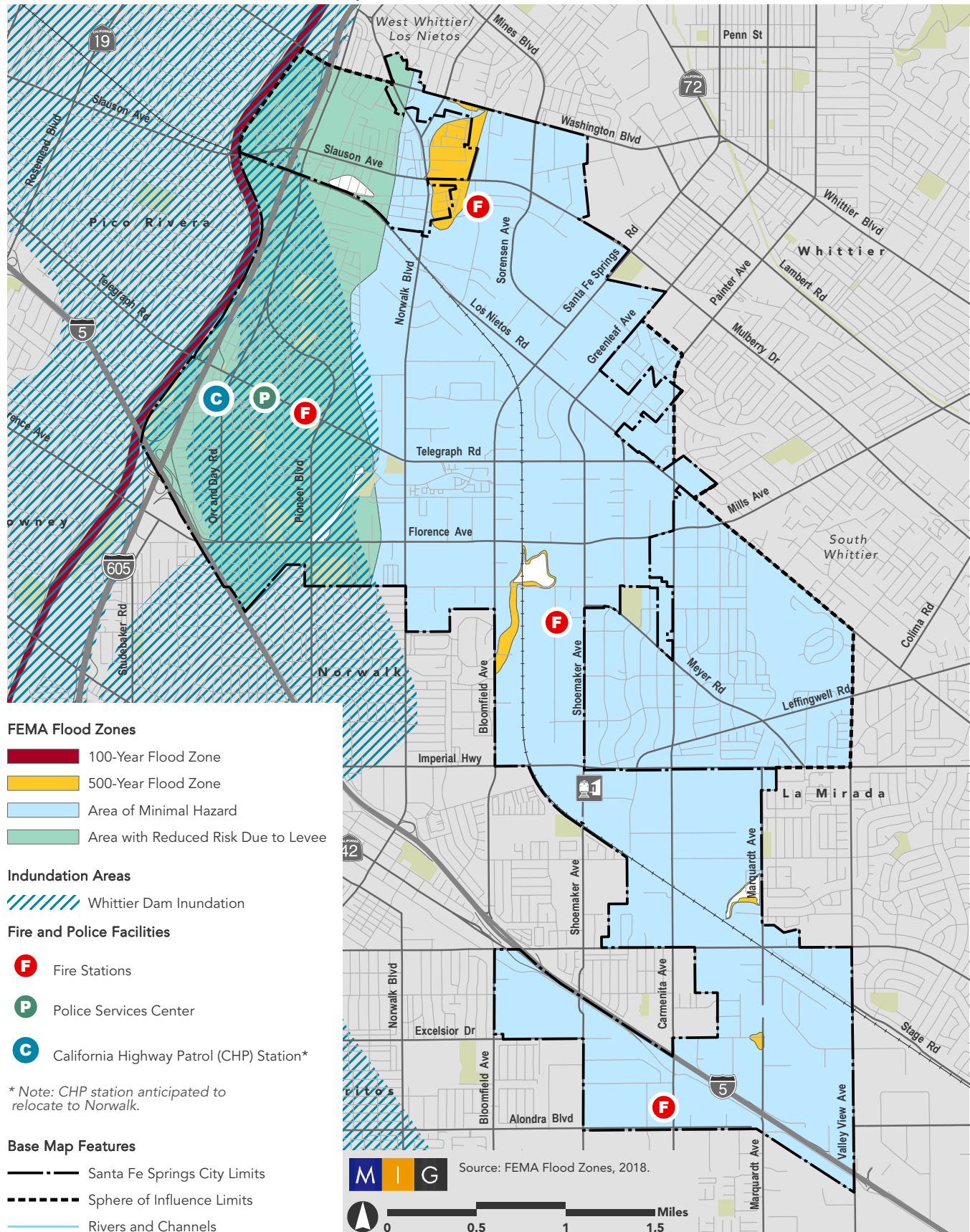


Figure S-3: Hazards Waste Generators



RE-IMAGINE SANTA FE SPRINGS | 2040 GENERAL PLAN

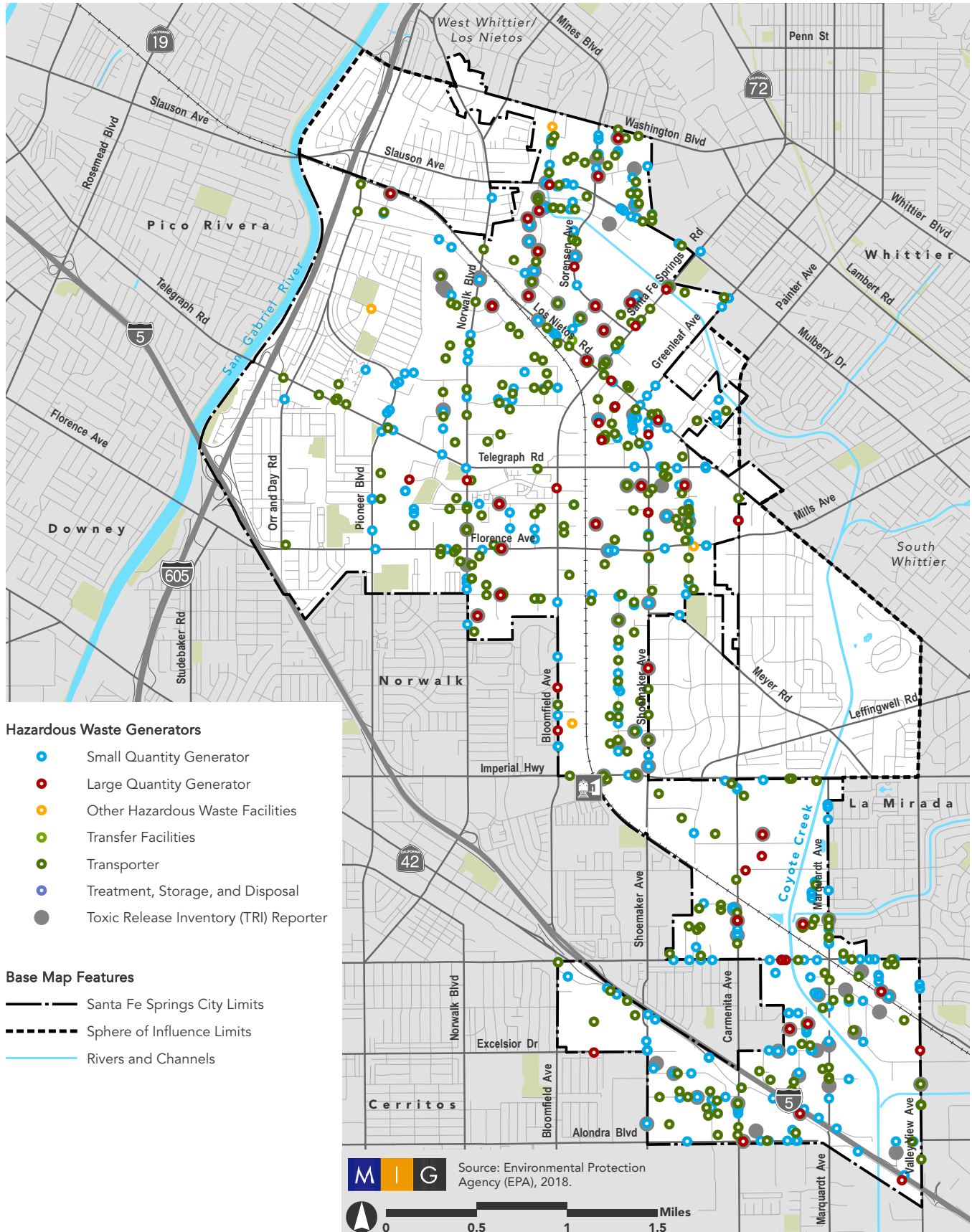


Figure S-4: Groundwater Contamination Plume



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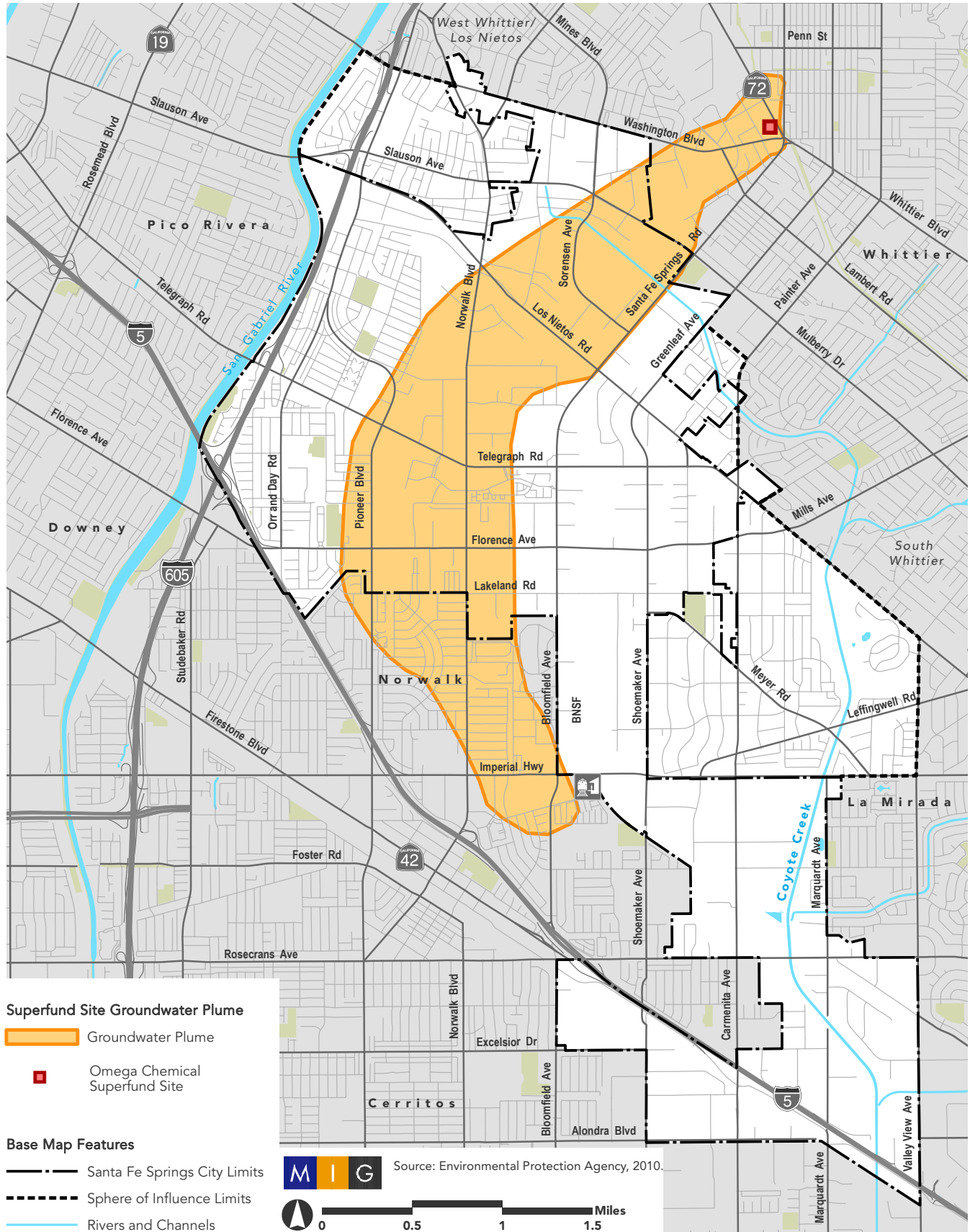
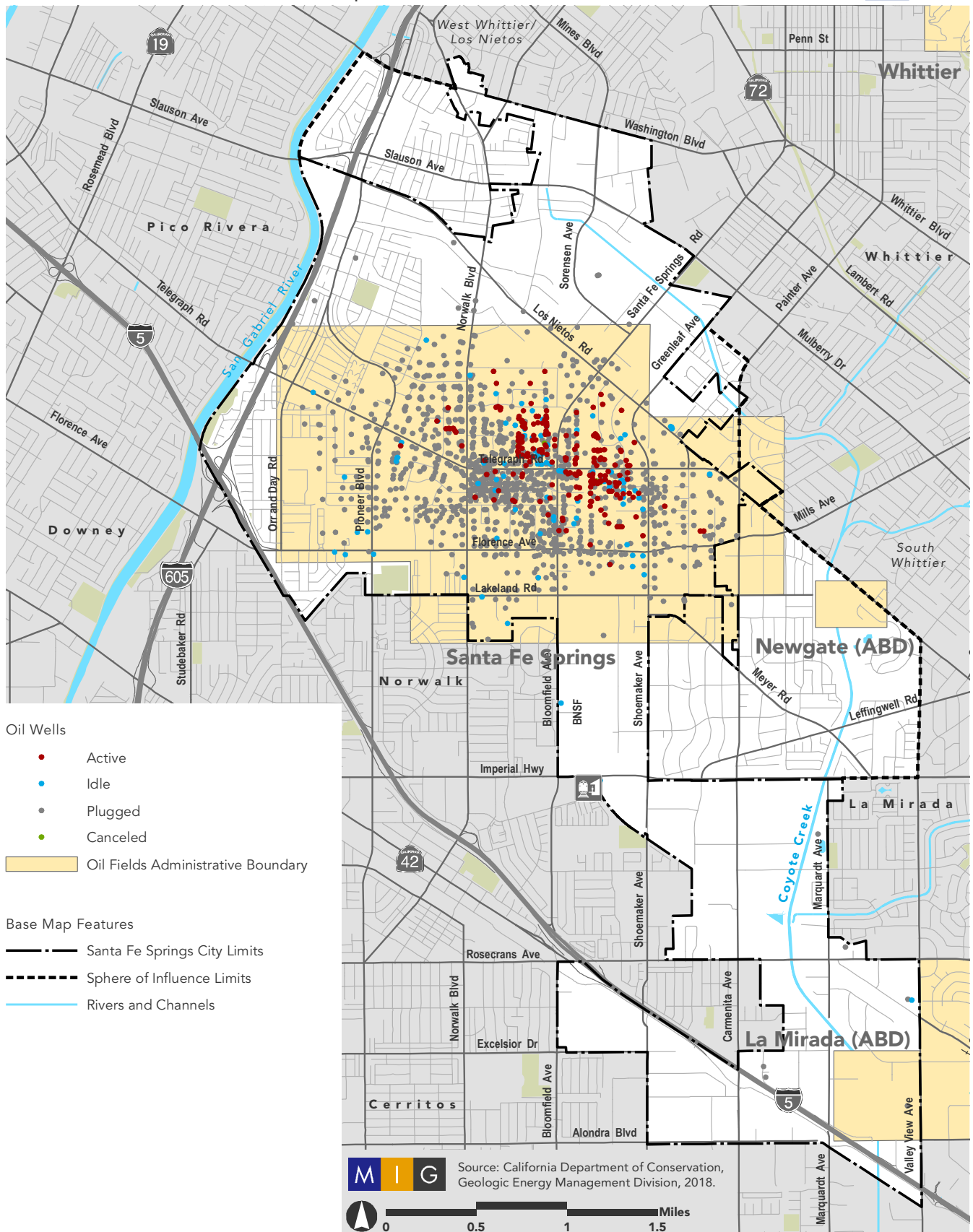


Figure S-5: Oil Wells



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residential neighborhood—the Villages at Heritage Springs—where a few active oil wells remain.

Prior to the dissolution of redevelopment in California in 2012, the City was an active partner in developing properties with environmental challenges to productive uses. Although those resources no longer exist, the resolve remains to eliminate hazardous conditions and allow new investment of benefit to the entire community.

Urban Fires and High-Pressure Pipelines

Throughout California, the threats posed to communities by extreme heat events and dry vegetation in open space has significantly elevated fire threats and the damage caused by wildland fires that have encroached beyond the wildland/urban interface. Suburban cities like Santa Rosa in 2017 and Ventura in 2018 experienced ravaging fires that leapt from nearby hillsides into the residential neighborhoods. Santa Fe Springs lies distant enough from the Puente Hills that wildland fire threats, as mapped by the California Department of Forestry and Fire Protection, do not exist in the city. However, given the high concentration of industrial businesses, the history of oil extraction, and number of subsurface high-pressure pipelines, the potential for damaging urban fires to occur—and those involving potentially dangerous chemicals and trapped methane—is not inconsiderable.

Urban Fires

The City of Santa Fe Springs Department of Fire-Rescue, which serves Santa Fe Springs, maintains detailed information about the types of materials stored at all businesses. Regular inspection and education programs work to mitigate risk—and to allow first responders to be well prepared when responding to a fire at an industrial or commercial business. Also, with active oil wells continuing to pump at isolated locations, such as those operating at The Villages of Heritage Springs, the City must ensure appropriate protections and emergency response capabilities associated with fire risk.

High-Pressure Pipelines

Many miles of high-pressure pipelines traverse Santa Fe Springs, transporting liquids and gases used and produced by local businesses, as well as petroleum products to locations throughout the Los Angeles region. See Figure S-6 for locations of gas transmission and hazardous liquid pipelines. The chief concern regards unintentional disturbance during any excavation activities for new development, particularly on former oil field sites. Pipelines, existing active and inactive, are strictly regulated by federal and State agencies, and the City—given the history of oil operations—requires extensive documentation for any project that could affect these lines.

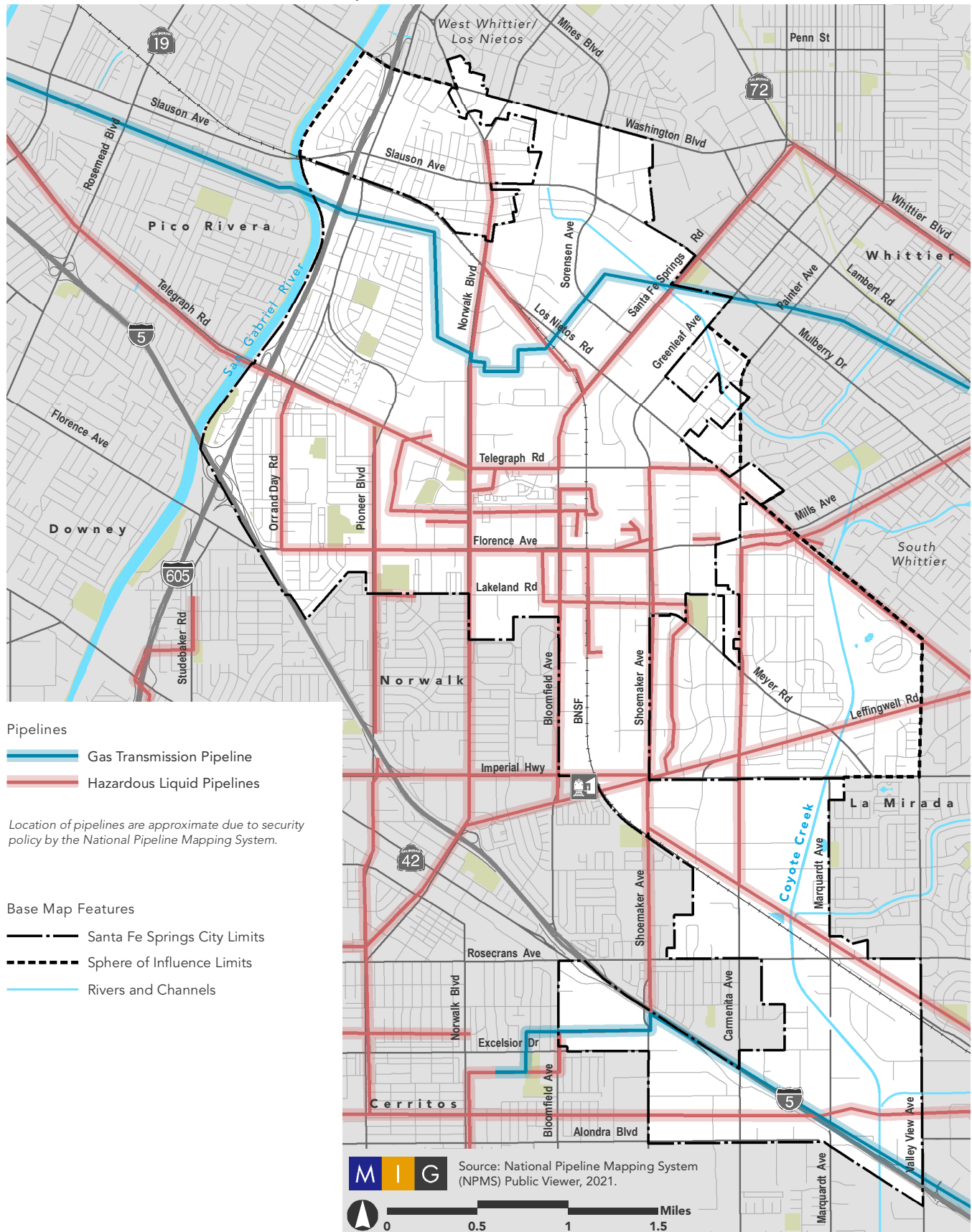


Warehouse fire in Santa Fe Springs

Figure S-6: Pipelines



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Climate Change and Resiliency

Climate change is a long-term shift in global or regional climate patterns. Often climate change refers specifically to the rise in global temperatures from the mid-twentieth century to today. Climate is sometimes mistaken for weather. But climate is different from weather because it is measured over a long period of time, whereas weather can change from day to day, or from year to year. The climate of an area includes seasonal temperatures and rainfall averages and wind patterns. Climate change is the long-term alteration of temperature and typical weather patterns in a place, causing weather patterns. Scientists today agree that the Earth's rising temperatures are fueling longer and hotter heat waves, more frequent droughts, and heavier rainfall. More locally, records maintained by the California South Coast National Oceanic and Atmospheric Administration (NOAA) Climate Division for the Los Angeles region show a significant upward trend of around 0.160°C (Celsius) per decade in the annual average, maximum, and minimum temperatures.

Humans—and more specifically, the greenhouse gas (GHG) emissions we generate—are the leading cause of the Earth's rapidly changing climate. Greenhouse gases play an important role in keeping the planet warm enough to inhabit. The amount of these gases in our atmosphere has skyrocketed in recent decades. The burning of fossil fuels like coal, oil, and gas for electricity, heat, and transportation is the primary source of human-generated emissions. Curbing dangerous climate change requires significant reductions in emissions, as well as the use of alternatives to fossil fuels worldwide.

Addressing climate change impacts requires two categories of action: 1) reducing the greenhouse gas emissions that contribute to a changing climate and 2) adapting in the near term to the anticipated changes, recognizing that "righting the ship" will be a longer process that will require positive actions world-wide.

In the context of climate change, adaptation can be defined as "an adjustment in natural or human systems to a new or changing environment." The California



Solar panels on large industrial roof tops at the Golden Springs Business Center, are creating electricity and reducing carbon emissions, specifically carbon dioxide. Carbon dioxide, which is a greenhouse gas, is contributing to global warming and climate change.



approach to adaptation planning is focused on reducing harm from the effects of a changing climate. This includes climate change mitigation such as reducing greenhouse gas emissions, as outlined in the Conservation and Open Space Element.

Californians can anticipate experiencing many adverse consequences of climate change: hotter summers, extended periods of drought, frequent and more severe wildland fires, flooding from extreme storm events and due to the denuding of hills due to fires, and effects on agricultural crops, among others. In Santa Fe Springs, higher average temperatures and drought represent the chief concerns. Of particular note is how lower-income households may be more adversely affected

by an inability to afford expensive air conditioning and needed healthcare. Heat waves threaten power sources needed for cooling devices and cooling centers. Fires may be sparked by local overheated transmission lines, and fires in the Puente Hills and San Gabriel Mountains could increase downstream flood risks. And the COVID-19 pandemic of 2020-2021 showed how easily hospitals can be overcome under disaster conditions.

Table S-2 identifies strategies to address specific climate change concerns.

Table S-2: Climate Adaption Strategies

Climate Change Concern	Strategies
Heat Waves	<ul style="list-style-type: none"> » Increase the number of local solar energy sources (on homes, at businesses, and at critical facilities) to create reliable and less expensive power sources. » Seek grants and financial support that augment household capacities for purchasing needed electric power.
Increased Urban Heat Island Effects	<ul style="list-style-type: none"> » Amend capital improvement priorities to reduce the city’s vulnerability to the health effects of heat waves by intentionally avoiding excessive street widening projects that worsen the urban heat island effect. » Incorporate into public works projects environmental design concepts such as greater tree canopies, increased groundwater recharge, reduced storm water runoff, “cool” materials.
Drought	<ul style="list-style-type: none"> » Expand the number of rainwater collection facilities, and design stormwater capture infrastructure to boost local water supplies. » Conduct water use education programs and enforce reduced water use requirements year-round; make water conservation practices part of residents’ and businesses’ DNA. » Encourage replacement of lawns with low-water-use, climate-appropriate landscaping. » Encourage installation of drip irrigation systems.
Flooding	<ul style="list-style-type: none"> » Consult with the Los Angeles County Department of Public Works regarding the ability of levee systems along the San Gabriel River and Coyote Creek to withstand any new flood hazards that may be identified over time. » Ensure flood evacuation information is included in any emergency preparedness materials provided to residents and businesses.



Emergency Preparedness and Emergency Services

“An ounce of prevention is worth a pound of cure.” This well-known adage was written by Benjamin Franklin who, interestingly, directed it to fire-threatened Philadelphians in 1736. The City embraces this philosophy and directs public safety resources toward preparedness and prevention to avoid upset incidents and to minimize the loss of life and property in the event of a disaster.

The Santa Fe Springs Department of Fire - Rescue and the Department of Police Services (contracting to the Whittier Police Department) direct emergency preparedness, response, medical services, law enforcement, and code enforcement operations. Activities are coordinated with the County of Los Angeles Office of Emergency Management, which has the responsibility of comprehensively planning for, responding to, and recovering from large-scale emergencies and disasters that impact Los Angeles County.

Emergency Preparedness

Department of Fire - Rescue staff help businesses and residents safeguard their buildings and residences and prepare themselves for emergencies. Foremost, emergency preparedness for businesses involves prevention: ensuring compliance with fire safety standards and keeping fire alarm systems in good working order. The Environmental Protection and Fire Prevention Division (EPD) is involved in the review of development plans, conducts site inspections, and runs education regarding family emergency plans and business emergency plans, including information regarding “sheltering in place” in the event of an accidental chemical or other airborne hazard release—not uncommon risks in this highly industrialized city like Santa Fe Springs. To strengthen preparedness planning, residents are offered advice on how to survive without emergency services. The Emergency Operations Center (EOC) provides staff trainings and emergency drills, as well as operating as a command center in the event of an emergency.

The Environmental Projection and Fire Prevention

Division specifically addresses protections against harmful exposures to hazardous substances through proactive measures. The EPD is one of 81 designated Certified Unified Program Agencies in California that has administrative oversight authority for:

- Hazardous Materials Release Response Plan and Inventories
- California Fire Code Hazardous Material Management Plan and Hazardous Materials Inventory Statements
- Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs
- Underground Storage Tank regulations
- Aboveground Petroleum Storage Tank regulations
- California Accidental Release Prevention (CalARP) Program and CalARP Public Notice

With this authority, EPD staff can proactively and quickly identify potential public safety threats and act to minimize those threats.

Emergency Services

Even with rigorous prevention and preparedness practices, accidents do happen. The Department of Fire – Rescue staff are well equipped to respond to any emergency, from fire suppression to emergency medical services, from hazardous materials response to urban search and rescue. This breadth of services demonstrates the City’s commitment to providing the industrial business community with a high level of support and also ensuring that residents are well protected.

The City’s urban search and rescue staff are trained to respond to a variety of emergencies or disasters: earthquakes, storms, floods, dam failures, technological accidents, terrorist activities, and hazardous materials releases. The HazMat Team responds to hazardous materials incidents that could pose a major hazard to



life, environment, and property. The HazMat Team also responds to unknown materials that are abandoned, illegally dumped, or spilled, as well as intentional acts using hazardous materials. The Department's emergency medical technicians can begin basic life-saving measures and assist paramedics, who provide the next level of emergency care.

Emergency Evacuation Routes

When a disastrous event occurs, people need to be removed from the impacted area quickly to minimize the level of harm. The evacuation routes used depend upon the location and scope of the incident. Localized accidents such as a building fire might require only adjacent properties to be evacuated away from the immediate area. If a chemical release is involved, a broader evacuation zone may be designated, with streets closed to allow affected people to move quickly away and emergency response personnel to move in. For larger scale disasters, such as an earthquake, larger populations may need to vacate, using routes emergency personnel designate to move many people to safe locations.

Santa Fe Springs benefits from a well-defined grid network of arterial highways that can quickly be adapted to provide one-way traffic flow away from industrial accidents or other adverse conditions. Figure S-7 indicates key routes designated as emergency evacuation routes. The actual routes used depend upon the location, type, and scope of the upset event.

Peak Flow Water Supply

Effective fighting of urban fires requires a reliable public water system with water pressures sufficient to suppress fires of all types in all buildings citywide while meeting daily water supply demand. In Santa Fe Springs, 4,000 gallons per minute (gpm) is the standard for minimum fire flow requirement. This can be accomplished through use of fire sprinkler systems, additional open space areas around a building, specified construction materials, separation walls, limitations on flammable/hazardous materials in inventory, creating better fire apparatus access, methane monitoring systems and various other protection techniques.

Because the City owns and operates its own water system, it readily can ensure peak flow to all customers while meeting fire flow requirements. As part of periodic updates to the water system master plan, any anticipated deficiencies can be identified and funding source for improvements planned.

Crime Prevention

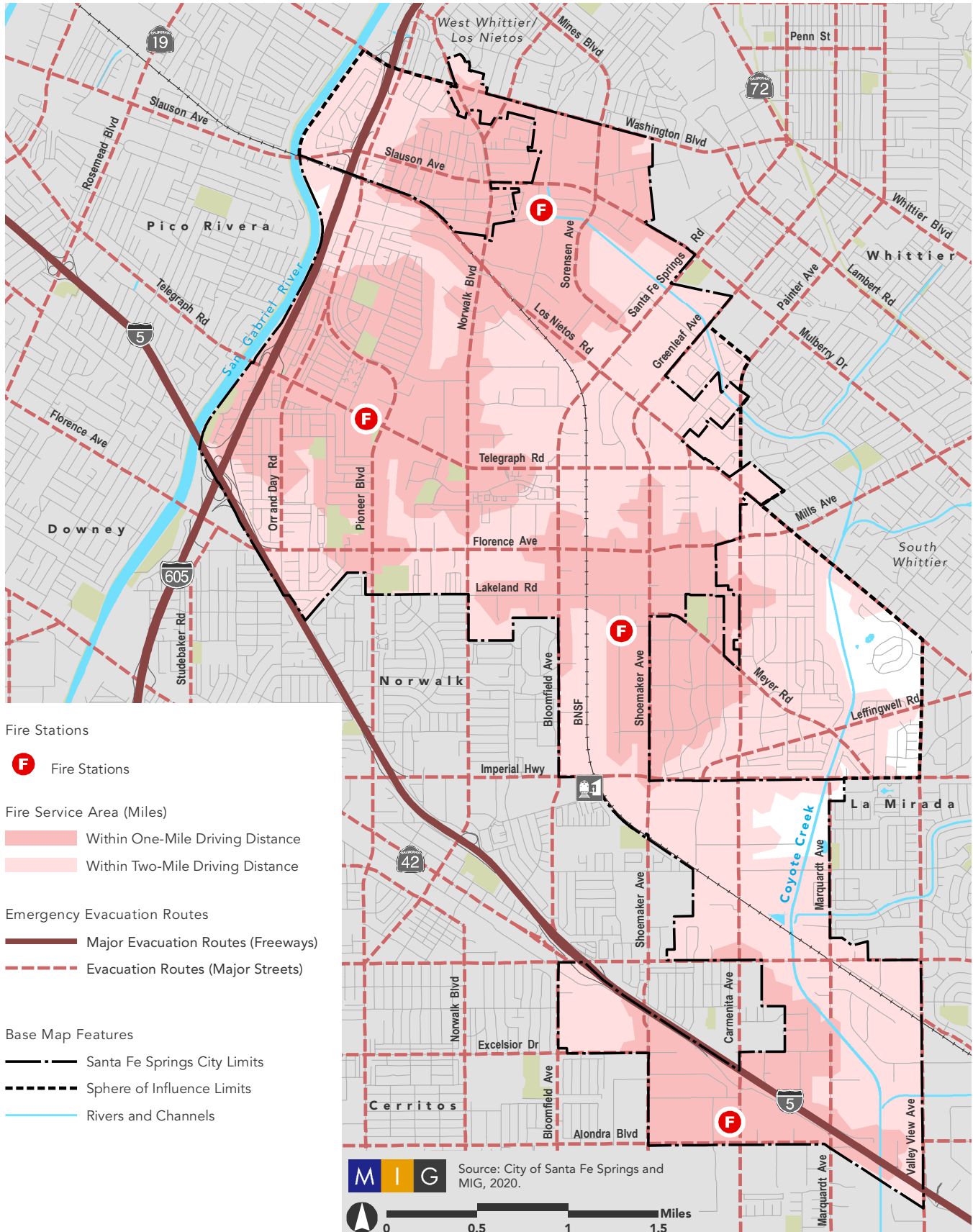
The City contracts with the Whittier Police Department for law enforcement services. City-dedicated law enforcement officers work from the Police Services Center located in a building at the Santa Fe Springs City Hall, with staff responsible (Santa Fe Springs Department of Police Services or Whittier Police Officers) for the management of all local law enforcement services except jailing and dispatch. To connect and create partnerships with residents and business owners, the Department prefers to designate precincts with dedicated teams of police sergeants, sworn officers, and public safety staff involved in report preparation and traffic duties. Emphasis is placed on creating community partnerships that minimize the need for aggressive police presence and encourage residents to assist with crime prevention awareness in their neighborhoods.

As with its emergency response service, staff focuses law enforcement efforts on crime prevention and problem-solving policing. In particular, the City recognizes the value in working with parents and youth to address adverse behaviors that can hinder success in school and community life. Police staff also work with business owners to improve security and reduce property crimes.

Figure S-7: Fire Service and Evacuation Routes



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Goals and Policies

The following goals and policies provide guidance in addressing the current and future challenges the City will confront.

To help identify goals and policies that align with the General Plan Guiding Principles, the following symbologies represent each of the Guiding Principles:

- 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

Geologic and Seismic Hazards

GOAL S-1: A COMMUNITY WELL PREPARED TO RESPOND EARTHQUAKES

- Policy S-1.1: Earthquake Preparation.** Educate the community on actions to take before, during, and after a major earthquake, including establishing family emergency disaster plans to prepare for and after an earthquake event. **ARC**
- Policy S-1.2: Training.** Provide ongoing training to encourage preparedness and reduce the potential risk loss of life, property damage, and social and housing disruption resulting from an earthquake. **ARC**
- Policy S-1.3: Agency Consultation.** Consult emergency Preparedness with Federal, State, County, School Districts and other local agencies to prepare for response and recovery efforts in the event of an earthquake. **HS**
- Policy S-1.4: Minimize Property Damage.** Encourage property owners to undertake seismic retrofit of structures vulnerable to moderate to severe ground shaking caused by earthquakes. **ARC**
- Policy S-1.5: Seismic Standards.** Ensure that all new development adheres to City and State seismic and geotechnical standards. **HS**
- Policy S-1.6: Earthquake Recovery Resiliency.** Identify a plan of action and consult with different responsible agencies to respond to and recover from a major earthquake. **ARC**



Policy S-1.7: Infrastructure Resilience.
ARC
Establish City plans and work with utility providers to ensure programs and systems are in place for continued functionality of water, sewer, electric power, natural gas, and communications infrastructure during and after a major earthquake.

Policy S-1.8: Geotechnical Hazard Mitigation.
HS
Require that projects in areas susceptible to liquefaction and other geologic hazards demonstrate that all appropriate engineering and planning mitigations are implemented.

GOAL S-2. PROTECTION FROM FLOOD AND DAM INUNDATION HAZARDS

Policy S-2.1: Storm Drainage System.
HS
Consult with Los Angeles County Public Works to ensure that existing and future regional storm drain facilities within and adjacent to Santa Fe Springs are designed, operated, and maintained to accommodate projected drainage needs associated with major storm events and climate change effects.

Policy S-2.2: Localized Ponding Mitigation.
HS
Require developers to address localized ponding, where it may exist, as part of site improvements.

Policy S-2.3: Dam Inundation. Consult with appropriate agencies and monitor the upgrade/retrofit of the Whittier Narrow Dam to protect the community against catastrophic damage that could result from a combination of an extreme weather, seismic, and/or climate change event.
HS

Policy S-2.4: Shelters. Seek ways to enhance the City's sheltering facilities outside of the potential dam inundation area, including places of worship, schools, and public buildings.
HS

Hazardous Materials and Oil Field Operations

GOAL S-3: MINIMIZE EXPOSURE OF RESIDENTS, BUSINESSES, AND HABITATS TO HAZARDOUS MATERIALS AND THEIR DELETERIOUS EFFECTS

Policy S-3.1: Hazardous Waste Siting.
CSE
Discourage the siting of facilities that utilize hazardous materials or generate hazardous wastes within one-quarter mile of any private or public school, park, or similar place where people congregate in numbers.

Policy S-3.2: Hazardous Materials Locations.
CSE
Monitor and evaluate commercial and industrial uses that generate, store, and transport hazardous materials to determine the need for buffer zones or setbacks to minimize risks to residential neighborhoods, schools, parks, and community facilities.

Policy S-3.3: Hazardous Air Pollution.
CSE
Consult with the South Coast Air Quality Management District regarding the emissions monitoring of industrial operators that use or produce hazardous materials/toxic compounds.

Policy S-3.4: Minimize Exposure. Re-evaluate manufacturing zones land use regulations to determine the appropriate types of industrial uses to allow, with a particular focus on those that handle or generate large quantities of hazardous materials.
CSE



Policy S-3.5: Contamination Protection. Protect natural resources—including groundwater—from hazardous waste and materials contamination.

CSE

Policy S-3.6: Oil Drilling and Production. Promote the gradual consolidation and elimination of oil drilling and production sites to advance the City's climate adaptation and resiliency strategies, local reduction of greenhouse gases, and land use goals.

CSE

Policy S-3.7: Contamination Remediation. Consult with the U.S. Environmental Protection Agency and responsible State agencies on the ongoing remediation and cleanup of contaminated properties and groundwater, with aim to recondition sites for productive land uses.

CSE

Policy S-3.8: Agency Collaboration. Consult with State, federal, and Los Angeles County agencies to develop and promote best practices related to the use, storage, transportation, and disposal of hazardous materials.

CSE

Policy S-3.9: Hazard Mitigation. Coordinate and integrate hazard mitigation activities with emergency operations plans and procedures.

CSE

Policy S-3.10: Proper Hazardous Materials Management. Promote the proper collection, handling, recycling, reuse, treatment, and long-term disposal of hazardous waste from households, businesses, and government operations.

CSE

Policy S-3.11: Public Awareness. Develop and implement education and outreach programs to increase public awareness of the risks associated with natural, human-caused, and technological hazards.

CSE

GOAL S-4: MINIMIZED RISK OF URBAN FIRES AND THEIR ASSOCIATED ADVERSE EFFECTS

Policy S-4.1: Petroleum-related Fire Sources. Reduce the sources of significant combustion and urban fires, including active producer well sites, active water injection wells, oil industry tank farms and compression plants, and aboveground tanks storing flammable or combustible liquids.

HS

Policy S-4.2: New Development Risks. Evaluate developments and other intensification of uses for a potential increase to the level of fire risk, susceptibility to urban fires, and exposure to high-level fire.

HS

Policy S-4.3: Underground Sources. Identify and map underground pipelines that convey various combustible materials and use that information when assessing the suitability of a proposed land use or public improvement.

HS

Policy S-4.4: Fire Inspections. Conduct regular fire inspections of industrial and commercial businesses in the City to ensure their compliance with fire safety regulations.

HS

Policy S-4.5: Fire Prevention Education: Conduct ongoing local fire safety education and awareness programs for residents and businesses.

HS



Climate Change and Resiliency

GOAL S-5: A RESILIENT COMMUNITY WELL PREPARED TO RESPOND AND ADAPT TO CLIMATE CHANGE

Policy S-5.1: Essential Public Facilities. Evaluate the resiliency of essential public facilities to risks and hazards of earthquakes, flooding, fire, and other hazards, and address any deficiencies.



Policy S-5.2: Climate Change and Adaptation Lens. Integrate climate hazards, adaptation, and resiliency into the update of plans, regulatory codes, and policies.



Policy S-5.3: Resilient Power Planning. Identify the top critical City building/facilities in need of protection against power outages and assess the need for power protection and back-up facilities.



Policy S-5.4: Resilient Building Approaches. Support building and site improvements that reduce energy and water use and urban heat island effects.



Policy S-5.5: Vulnerability Assessments. Evaluate, identify, and put forward strategies to reduce the climate effects on the health of disadvantaged communities and vulnerable populations.



Policy S-5.6: Heat Response. Set up early heat wave warning systems, communicate heat wave risks, suggest protective actions, and designate cooling centers that target vulnerable populations.



Policy S-5.7: Passive Solar Design. Encourage passive solar design for new development and



community facilities, including cool roofs, architectural features that cool interiors, shade shelter areas, shaded playgrounds, and bus shelter canopies.

Policy S-5.8: Urban Heat Island Countermeasures. Integrate solutions to address urban heat island effect, particularly in disadvantaged communities, by utilizing green infrastructure, shading building surfaces, expanding tree canopies over parking lots and expansive pavements, and expanding the urban forest.



Policy S-5.9: Prioritize Capital Investments. Apply climate change adaptation criteria for projects that prioritize investments in capital planning and critical infrastructure in higher-risk areas and disadvantaged neighborhoods.



Emergency Preparedness/Emergency Services/Crime Prevention

GOAL S-6: A COMMUNITY WORKING TOGETHER TO AVOID INJURY AND LOSS OF LIFE RESULTING FROM LARGE DISASTER

Policy S-6.1: Community Emergency Response and Preparedness. Support active participation by residents and businesses through volunteer programs focused on emergency preparedness and response and recovery from an emergency event, including specialized programs to address special need and vulnerable populations.



Policy S-6.2: Emergency Preparedness Plans. Regularly review and update emergency preparedness and operations plan to create up-





to-date disaster management systems. Include in the plans evacuation planning approaches that responds to a multitude of emergency conditions and locations.

Policy S-6.3: Disaster Preparedness.
 Promote coordinated disaster preparedness efforts that help the community learn about disasters and take steps to plan ahead and guard against adverse impacts.

HS

Policy S-6.4: Emergency Preparedness Education and Training.
 Continue to educate and train City staff, residents, students, and the business community regarding appropriate actions to take during an emergency, including the conduct of simulation exercises.

HS

Policy S-6.5: Disaster Communications.
 Improve and maintain an adequate communications system through the creation of redundancies and enhanced use effectiveness.

HS

Policy S-6.6: Supplies and Equipment.
 Maintain and enhance the City's inventory of dedicated emergency preparedness supplies and equipment to meet community needs.

HS

Policy S-6.7: Training. Maintain an adequate and fully functional Emergency Operations Center to ensure that City Personnel is trained and prepared to respond to emergency situations and disasters accordingly, including:

HS

- » Conduct annual disaster response exercises relevant to the types of disasters

affecting the community.

- » Continue to work cooperatively with adjacent jurisdictions and regional agencies to address emergency preparedness.
- » Maintain the City's Local Hazard Mitigation Plan.
- » Keep up to date the Emergency Operations Center Activation Procedures.

GOAL S-7: A FIRE DEPARTMENT THAT RESPONDS EFFECTIVELY TO THE NEEDS OF THE COMMUNITY

Policy S-7.1: Adequate Fire Suppression Resources. Ensure that the City has adequate Fire Department resources to meet response time standards, keep pace with growth, and provide a high level of service.

HS

Policy S-7.2: Fire Stations Modernization. Evaluate the need to replace, upgrade, and/or modernize existing fire stations.

T

Policy S-7.3: Fire Technology. Continue to seek technological and information system advances which will enhance the efficiency and effectiveness of the Fire Department.

T

Policy S-7.4: Inter-Agency Coordination. Seek the highest levels of intra-city and inter-agency coordination of fire activity operations.

HS

Policy S-7.5: Urban Fire Enforcement. Enforce fire standards and regulations in the review of building plans and administration of building inspections.

HS



Policy S-7.6: Fire Suppression Systems.
 HS Regulate and enforce the installation of fire protection water system standards for new construction projects, including the installation of fire hydrants providing adequate fire flow, fire sprinklers, suppression systems, and methane monitoring.

Policy S-7.7: Fire Prevention Services.
 HS Provide effective fire prevention services through the review of proposed development projects, evaluation of industrial operations and facilities, examination of the transport of hazardous materials, and identification of oil and gas pipeline networks.

Policy S-7.8: Highest Standardization Rating.
 HS Maintain the highest possible Insurance Services Office (ISO) rating for the City's Fire Department.

GOAL S-8: A HIGHLY RESPONSIVE, WELL-EQUIPPED POLICE FORCE ATTUNED TO COMMUNITY NEEDS

Policy S-8.1: Adequate Law Enforcement Resources.
 HS Maintain adequate resources (stations, personnel, and equipment) to enable the police services to meet response time standards, provide high levels of service, use modern law enforcement practices, and serve as safety ambassadors within the community.

Policy S-8.2: Cultural Competency Training.
 EI Ensure that all police personnel receive comprehensive cultural competency training to better serve the needs of the City's diverse population.

Policy S-8.3: Community Policing.
 EI Promote community policing initiatives

and expand neighborhood watch and similar programs, such as crime prevention education and citizens' patrol programs.

Policy S-8.4: Community Engagement.
 EI Expand community engagement with residents, businesses, school districts, and community and neighborhood organizations to develop and expand partnerships to prevent crime, build public trust, and proactively address public safety issues.

Policy S-8.5: Coordinate Enforcement Tools.
 HS Support streamlining the enforcement and adjudication processes to increase the effectiveness of public safety programs.

Policy S-8.6: State of the Art Police Practices.
 T Promote use of technology to improve efficiency, productivity and ensure best practices in policing.

Policy S-8.7: Agency Management.
 EI Maintain the Police Services Department that continues to promote accountability, transparency, and fairness, and is adaptable to a changing community.

Policy S-8.8: Service Delivery.
 EI Provide high levels of fair and equitable service and continue to promote the use on non-sworn public safety personnel to maximize the efficiency of sworn police personnel.

Policy S-8.9: Code Enforcement.
 HS Use of code enforcement personnel to identify public safety hazards and encourage businesses and residents to assist in reducing community risks such as structural hazards, hazardous



material, property maintenance, waste, and environmental hazards.

GOAL S-9: LIVING AND WORKING ENVIRONMENTS SAFE FROM CRIME

Policy S-9.1: Resource Allocation. Enhance the Police Department's crime-fighting strategies by strengthening the distinct resources needed to address traffic safety, transport of hazardous materials, quality of life and code enforcement, and community-based intervention and diversion programs.

HS

Policy S-9.2: Data Tools and Information Systems. Support an information technology infrastructure to assist in reducing and preventing crime, and encourage the use of technology to provide access to accurate data and quality information.

T

Policy S-9.3: Benchmarks for Public Safety. Keep crime rates, service response times, and property loss rates at the lowest levels possible, and keep crime clearance rates and property recovery at the highest levels.

HS

Policy S-9.4: Youth-centered Strategies. Increase coordination between schools and the City to identify and develop effective approaches to juvenile crime concerns and trends affecting the community's youth. Employ proactive and preventive strategies including support of school-based systems such as school attendance review boards and Family and Youth Intervention Program Strategies.

EI

Policy S-9.5: Regional Cooperation and Network. Integrate regional approaches to reduce crime in the city including intergovernmental relations with neighboring police agencies and the Los Angeles County Sheriff's Department serving unincorporated and surrounding areas.

HS

Policy S-9.6: Crime Prevention in Project Design. Incorporate consideration of public safety in the review of new developments such as site planning, lighting, and active transportation, including the implementation of Crime Prevention through Environmental Design principles in the design of private development projects and public facilities.

HS

Policy S-9.7: Programming. Promote youth civic engagement, cultural diversity, and drug awareness programs.

EI



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Telegraph Road Traffic

Vehicles and truck driving along Telegraph Road and other major roads and freeways, are a source of transportation noise.

PUBLIC REVIEW DRAFT

CHAPTER 9

NOISE ELEMENT

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Re-Imagine
Santa Fe Springs

2040 GENERAL PLAN



Train Noise

Trains are a source of various noises including rail squeal caused by wheel slippage on tracks, locomotive engines, and train horns and other noisemaking devices for both communication and warning.



NOISE ELEMENT

Introduction

Noise commonly is defined as unwanted or unpleasant sound. In urban environments like Santa Fe Springs, outdoor noise is a constant presence that, over time, residents pay little heed to unless it disrupts their activities. During evening and night-time hours, people expect the sounds of roadway and freeway traffic, trains, garden equipment, and industrial and commercial businesses to diminish to levels that allow such pleasures as sitting in the backyard or enjoying a restful night's sleep. This Noise Element responds to the community's desire to live in neighborhoods protected from undesirable and harmful noise sources, and for employees in the myriad of local businesses to benefit from the protections afforded by State and federal noise regulations.

Per State law, the fundamental goals of the Noise Element are to:

- Provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process. The element must establish the policy framework for any community noise ordinance adopted to resolve noise complaints.

- Develop strategies for abating excessive noise exposure.
- Protect areas of the City with noise environments deemed acceptable and locations considered "noise sensitive," such as residences, schools and hospitals.
- Define the community noise environment using standard measures such as the Community Noise Equivalent Level (CNEL) or Day-Night noise (Ldn) that account for heightened night-time noise sensitivity.

The Noise Element works together with the other General Plan elements to guide Santa Fe Springs toward a healthier 2040 by reducing noise exposure resulting from concentrations of vehicle traffic and heavy industry next to or within environmental justice communities—areas that already bear the burden of adverse health effects from air pollution. The Noise Element identifies strategies to mitigate long-standing noise conflicts and minimize future ones as new, denser infill residential and mixed-use development occurs.



The white noise generated by a fountain creates a respite from urban noises, such as the fountain located at the Santa Fe Springs Sculpture Garden.



A Brief Noise Primer

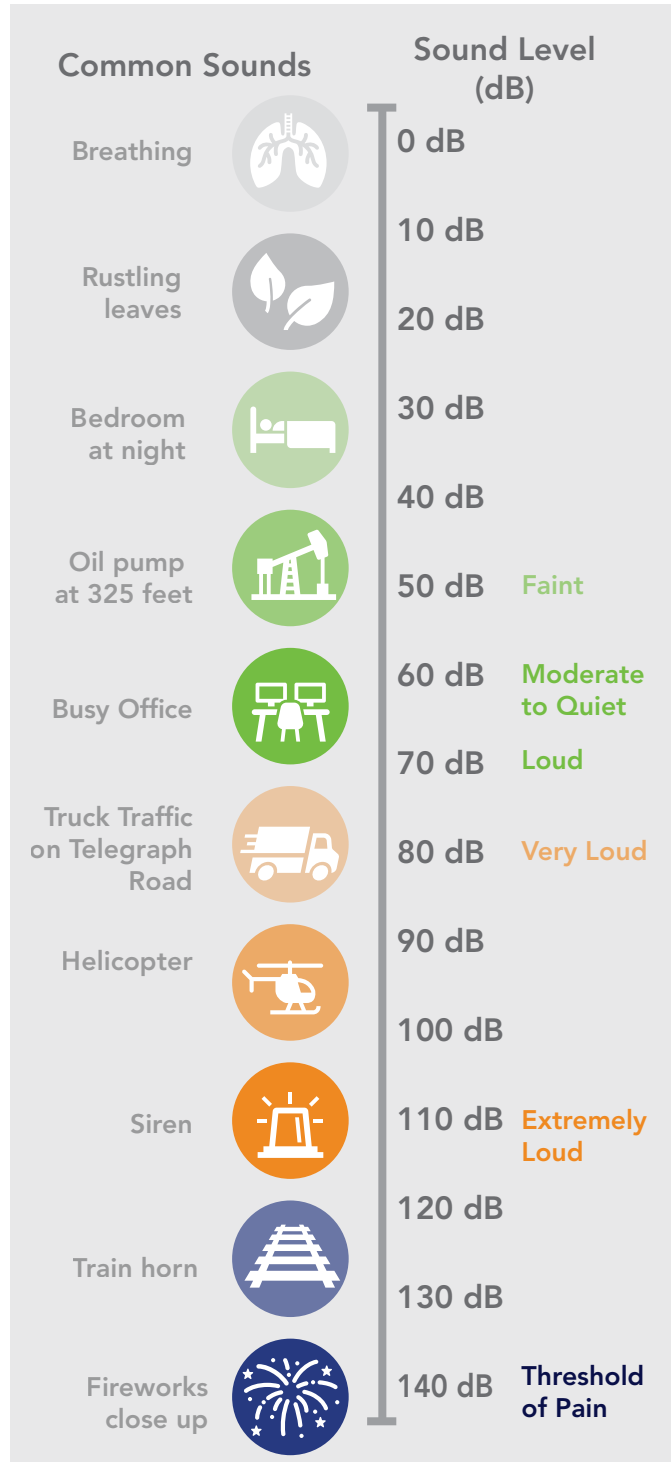
How Do We Measure Noise?

Noise, from a scientific perspective, is a vibration through the air (or water) that we receive into our eardrums. Nerves transmit these vibrations to the brain, and the brain interprets the waves as various sounds which we have learned to call, for example, a dog’s bark, a train horn, or the playground bell.

We measure these sound waves by their amplitude, or how forceful (loud) the sound is, and the frequency, or pitch. Acoustical engineers have developed the decibel, or dB, to measure and describe the loudness of sound. To account for the way that humans perceive sounds at each frequency, the A-weighted decibel scale (dBA) is used. The softest we can hear is 0 dBA. A quiet bedroom is about 30 dB (see Figure N-1). One person speaking to you at close range talks at 65 dB. A noisy restaurant? About 90 dB. A crying baby gets your attention at 110 dB. If you drive a Porsche 911 Carrera RSR Turbo 2.1, strap in for 138 dB of vroom.

To measure and mitigate noise at a community level, rather than point-source where a particular noise occurs, planners use the two metrics referenced above: CNEL and Ldn. These metrics report a 24-hour average noise level that is weighted to account for greater sensitivities during the evening/night by adding five decibels to sound levels between 7:00 P.M. to 10:00 P.M. and 10 decibels between 10:00 P.M. and 7:00 A.M. The overall 24-hour noise is indicated as a contour map that illustrates noise exposure zones by dB CNEL. Figure N-2 indicates community noise conditions in 2020, the year this Noise Element was prepared.

Figure N-1: Common Noise Levels





Community Noise Standards

Table N-1 identifies general guidelines the City uses when considering where new land uses can be located to provide for a suitable noise environment. Given their obvious sensitivity, residential neighborhoods receive a high degree of protection. In mixed-use developments, particularly around rail transit stations, residents' expectations and the applied standards may be a bit more flexible.

As Figure N-2 shows, neighborhoods along the western City edge experience noise levels between 65 and 75 CNEL, even with presence of sound walls. As Table N-1 indicates, 65 CNEL generally is considered the highest noise level appropriate for a residential neighborhood; however, the freeways and adjacent neighborhoods were established long before these sensitivities were adopted as common practice. Nonetheless, environmental justice considerations (see the Environmental Justice Element) suggest that continued effort be applied to address noise concerns.

Table N-1: Noise Land Use Compatibility Guidelines

Noise Receptor (Land Use)	Maximum Exterior Noise Level from Property Line (CNEL)
Residential (Low Density, Multi-Family, Mobile Home Parks, Mixed-Use, Housing Developments, Emergency Shelters/Low-Barrier Navigation Centers, Residential Care Facilities)	65; 70 for mixed-use development
Transient Lodging (Motels/Hotels)	70
Schools, Libraries, Churches, Hospitals/Medical Facilities, Nursing Homes, Community Care Facilities, Museums	65
Theaters, Auditoriums	70
Playgrounds, Parks	70
Office Buildings, Business Commercial and Professional	70
Industrial, Manufacturing, and Utilities	75

Notes:

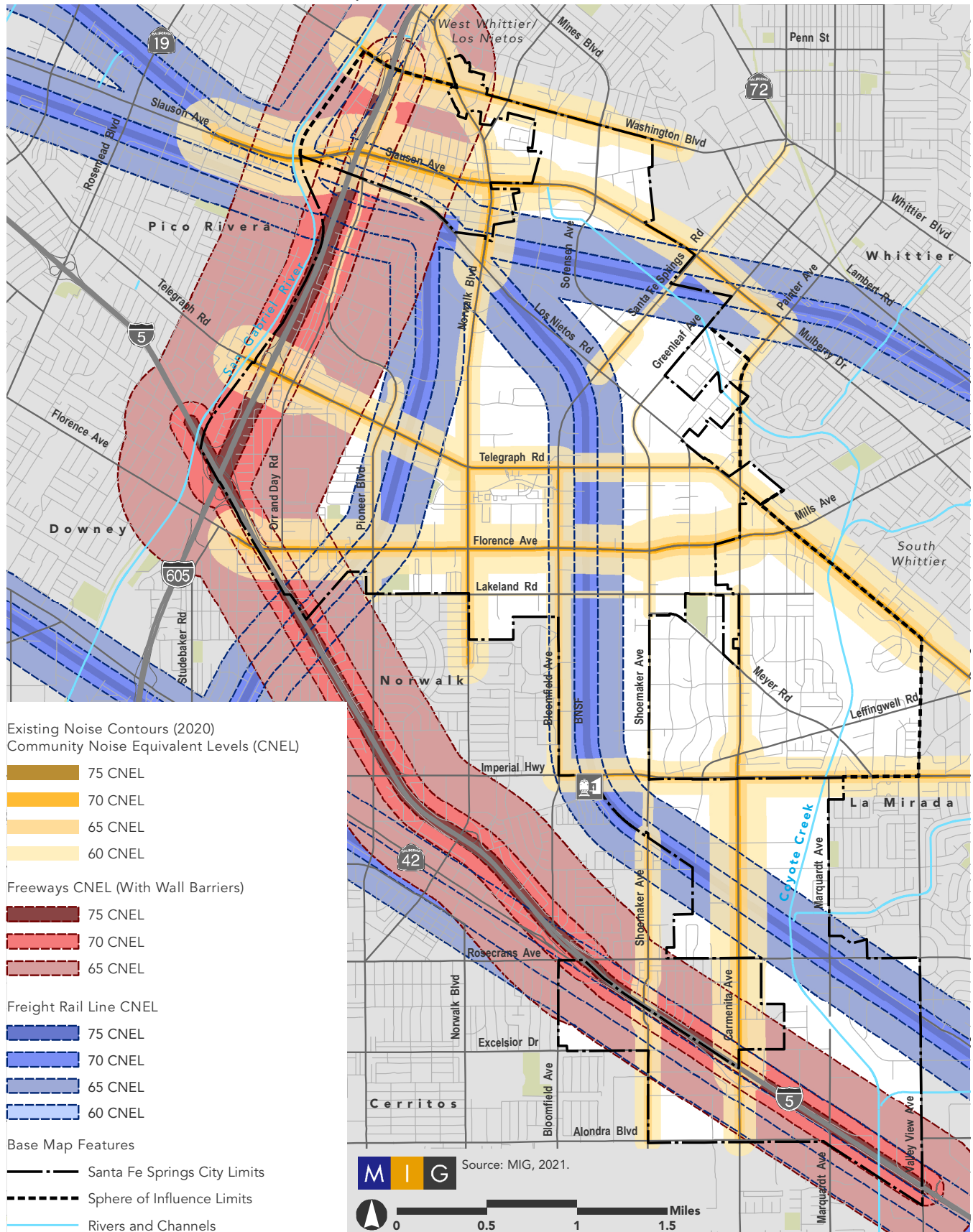
1. The noise level standard is the maximum level which may be imposed upon the referenced land use. For a proposed use not listed on the table, the City uses the noise exposure standards for the nearest similar use.

2. Noise standards for interior noise levels are established by various State and federal regulations, including Title 24 of the California Health and Safety Code and occupational health and safety regulations.

Figure N-2: Existing Noise Conditions (2020)



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Along arterial roadways such as Florence Avenue, Telegraph Road, and Norwalk Boulevard, traffic noise levels dissipate quickly due to the shielding effect provided by commercial and industrial buildings along these routes. Regarding train noise, both freight and commuter train 65 CNEL noise contours extend one-quarter mile from the rail line, indicating that any new residential development generally should be located beyond this distance, except for transit-oriented development.

Physical Effects of Noise

Exposure to loud noise levels can adversely impact a person's health. Studies have shown that:

- Extended periods of noise exposures above 90 dBA can result in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace.
- Prolonged exposure to noise levels higher than 85 dBA will begin to physically damage human hearing.
- Prolonged exposure to noises exceeding 75 dBA can increase body tension, thereby affecting blood pressure and functions of the heart and nervous system.

The California Noise Control Act (Health and Safety Code 46000-46080) declares that "excessive noise is a serious hazard to the public health and welfare" and recognizes that "exposure to certain levels of noise can result in physiological, psychological, and economic damage." This Act establishes as a matter of public policy that "all Californians are entitled to a peaceful and quiet environment without the intrusion of noise which may be hazardous to their health or welfare."

Noise Control in Santa Fe Springs

The Santa Fe Springs Municipal Code prohibits "unnecessary, excessive, and annoying noises from all sources" (Section 155.421 Declaration of Policy Pertaining to Noise). The Municipal Code establishes ambient noise level standards, measured in dBA, for residential neighborhoods; schools, churches, and hospitals; commercial districts; business park zones; and industrial districts. These standards are intended to create quality noise environments in residential areas and prohibit excessive, hazardous noise conditions in business districts.



Enforcement of the City's noise ordinance is important to protect the serenity of residential neighborhoods. Education of the public may assist in the reduction of noise levels.



Sources of Community Noise

By understanding the noise sources, the City can structure noise policies to best respond.

Vehicles – General

Vehicle noise results from a combination of mechanical noise, exhaust noise (stack exhaust on heavy trucks), tire/pavement noise, and aerodynamic noise (at high speeds). Electric vehicles create very little mechanical noise, so as the number of electric vehicles increases, this noise source will diminish. At highway speeds, tire/pavement noise affects total vehicle noise to a greater extent than the other vehicle noise components combined. Tire/pavement noise on a passenger car operating at a steady freeway speed may account for as much as 75 to 90 percent of a vehicle's noise energy.

Capital improvement programs can perceptively lower overall traffic noise levels by careful pavement selection and design. While the City cannot effect change on the adjacent freeways, it can plan street resurfacing programs and strategies that can reduce tire/pavement noise—balanced, of course, with the need to ensure pavement designs can withstand the local heavy truck traffic.

Goods Movement

Goods movement has significant noise impacts, from trucks driving on the freeways and roadways and idling

at businesses, to freight and commuter rail lines. As an example, one heavy, diesel-powered truck traveling at 35 miles per hour produces a sound level equivalent to 19 gas engine cars.

Similar to traffic on a highway, trains are considered a line source (from a linear rather than stationary location), with sound attenuating at a rate of about 4.5 dB per doubling of distance. That noise, combined with train horns sounded at at-grade crossings, can be heard citywide.

Oil and Gas Operations

The Municipal Code contains regulations specific to oil and gas production to manage noise conditions. The Planning Commission may impose limitations and regulations as deemed necessary to protect adjacent properties from adverse noise impacts, including soundproofing and limitation on hours of operation. Engines used in connection with the drilling of any oil well or in any production equipment must be equipped with an exhaust muffler to prevent excessive or unusual noise. Maintenance activities related to exiting oil well operations must also incorporate measures that prevent excessive noise



Roadway noise is the collective sound energy emanating from motor vehicles, consisting primarily of road surface, tire, engine/transmission, aerodynamic, and braking elements. Noise of rolling tires driving on pavement is found to be the biggest contributor of roadway noise and increases with higher vehicle speeds.



Construction Activity

Construction of new housing, commercial and industrial buildings, and transportation infrastructure are positive signs of economic growth. Continual renewal means constant construction activity and noise. City noise regulations limit when construction activity can occur to minimize people's exposure to the noise.

Conditions to Consider Moving Forward

Santa Fe Springs' land use pattern historically kept residential neighborhoods separate from oil field activity and the heavy industrial operations that dominated the landscape (although as described above, proximity to freeways was less of a consideration). However, as oil field operations consolidated and cleaner industries moved in, new homes were built in areas formerly occupied by industry, with industry continuing to exist as a next-door neighbor. With virtually no vacant land remaining in the city, additional residential development planned as part of transit-oriented projects adjacent to the existing MetroLink and Metro's L Line stations will bring new residents into areas with train noise and along roadways that support truck traffic traveling to nearby industrial districts.

Exterior noise conditions that are expected to be of continuing focus include rail freight traffic, rail station areas, truck traffic volumes, loading docks at industrial businesses, and vehicles traveling along Interstates 5 and 605. Evaluating the potential impacts of this collection of noise sources requires assessing impacts at the community noise level over time using the information provided by CNEL contour maps. Figure N-2 shows projected noise conditions in Santa Fe Springs in 2040 based on anticipated traffic and train volumes and industrial activity associated with growth pursuant to land use growth identified in the Land Use Element. Over time, very few areas of Santa Fe Springs are anticipated to have noise environments below 65 CNEL due to an increase in train activity and a modest rise in roadway traffic volumes. This projected condition suggests the importance of increased efforts to encourage electric vehicle use and modified rail operations.

Noise Plan

As a largely industrial City, Santa Fe Springs recognizes that noise will continue to be part of the environment, and that minimizing noise impact on residents and the thousands of employees in the City every day remains a key objective. Actors and actions outside the City will help achieve this goal. For example, the increased electrification of cars and heavy trucks (pursuant to State and federal government mandates) will provide the dual benefit of reduced vehicle noise locally and fewer pollutant emissions—welcome advances toward creating healthier conditions. Train operators can use less-intrusive horns, and the City can work with operators to create "quiet zones." City policies that limit or prohibit truck idling at loading docks or queues can benefit adjacent uses. And foremost, land use policies and practices that address the interface between residential and industrial uses can minimize the populations exposed to excessive noise.

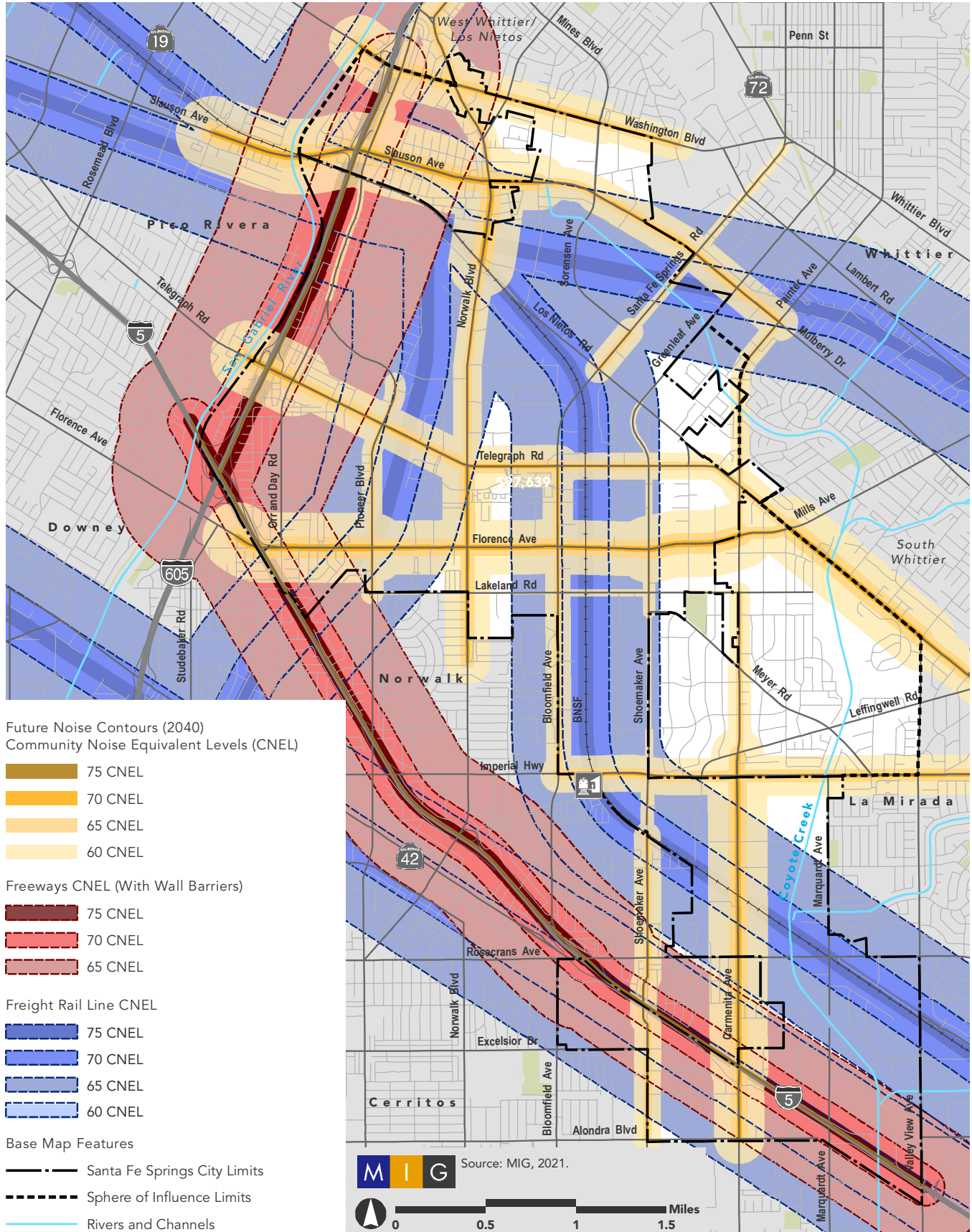
Noise reduction planning starts with the Noise Element and it informs a diverse number of plans and policies:

- Planning of non-residential developments (rezoning, planned unit developments, specific plans, area plans, transit-oriented plans, infrastructure plans and studies)
- Capital improvement programs
- Mitigations from transportation agencies and construction mitigation plan
- Noise-reducing/attenuating designs of a mixed-use building so it does not expose upper floors and private and common open spaces to noise.
- Technical support – home rehabilitation and retrofits that include soundproofed-quality materials, community monitoring of air quality along with noise.
- Regularly scheduled updates of the Noise Element to coincide with anticipated and unanticipated developments and updates to General Plan elements.

Figure N-3: Future Noise Conditions (2040)



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Noise Element Goals and Policies

The following goals and policies provide guidance in addressing the current and future challenges the City will confront.

To help identify goals and policies that align with the General Plan Guiding Principles, the following symbologies represent each of the Guiding Principles:

- 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

Transportation Noise

GOAL N-1: REDUCED TRAFFIC AND TRAIN NOISE

- Policy N-1.1: Freeway and Roadway Noise.** Incorporate into transportation planning programs noise reduction measures that can reduce noise impacts on residential neighborhoods from surface transportation sources, including such features as noise barriers and walls, insulation, green buffers and berms, and paving technologies that reduce vehicle noise. **HS**
- Policy N-1.2: Residential Noise Impacts.** Update truck routes and redesignate routes to reduce noise exposure in residential neighborhoods and on sensitive community noise receptors that are within noise zones of 70 CNEL or higher. **HS**
- Policy N-1.3: Electric Vehicles.** Support efforts that will reduce vehicular noise through programs that increase the percentage share of electric vehicles on roadways. **T**
- Policy N-1.4: Quiet Road Surfaces.** Incorporate into surface roadway design materials that absorb tire noise. **T**
- Policy N-1.5: Rail Noise and Vibrations.** Consult with rail companies that operate lines through the City to include noise and vibration reduction strategies—signal noise, at-grade crossing noise, and vibration levels produced by heavy and light rail traffic—to minimize train noise impacts on residential neighborhoods. **HS**



Policy N-1.6: **Bus Noise.** Support the efforts of Metro to use quiet bus technologies and to route bus lines in a manner that avoids noise impacts on residential neighborhoods.



Policy N-1.7: **Garbage Trucks and Services.** Award garbage collection franchise contracts in part on the ability of service providers to minimize noise by using quiet and non-polluting collection vehicles and other noise-reducing strategies.



Policy N-1.8: **Railway Noise and Vibration Impacts.** Support the soundproofing and retrofitting of homes adjacent to railways and rail yards by incorporating wall insulation, installing sound-blocking windows and doors, adding indoor and/or outdoor soundproof curtains or panels, and other similar technologies and sound controls.



Policy N-1.9: **Railway Barriers.** Incorporate physical barriers between residential uses and railways and rail yards, including planting extensive vegetation barriers, adding earth berms, installing sound walls, and other mitigation strategies to minimize air pollution and noise and vibration impacts.



Noise and Land Use Planning Integration

GOAL N-2: LAND USE DECISIONS THAT MINIMIZE NOISE EXPOSURE

Policy N-2.1: **Noise Standards.** Review and update as necessary noise standards in the Municipal Code to ensure they sufficiently address community noise



conditions, issues, and concerns for various land uses.

Policy N-2.2: **Land Use Compatibility.** Include the noise/land use compatibility standards of Table N-1 and compliance with the Municipal Code noise regulations as part of development review.



Policy N-2.3: **Noise Studies.** Require developers of projects that are considered potential sources of noise, or when the projects are proposed next to existing or planned noise-sensitive land uses to prepare an acoustical study that describes the existing and future noise environments and defines noise-reducing design incorporated into the project that will achieve a noise environment consistent with City standards and guidelines.



Policy N-2.4: **Truck Access.** Require that site design for new industrial and commercial developments and remodels address proximity to residential uses by locating automobile and truck access at the maximum practical distance from residential uses and with adequate noise shielding provided to achieve noise standards.



Policy N-2.5: **Noise-Generating Industrial Facilities.** Locate noise-generating industrial facilities at the maximum practical distance from residential neighborhoods. Require additional setbacks between noise-generating equipment and noise-sensitive uses and limit the operation of noise-generating activities to daytime hours where such





activities may affect residential uses.

Non-Transportation Noise Control

GOAL N-3: QUIETER NEIGHBORHOODS AND HOMES

- Policy N-3.1:** **Noise Enforcement.** Enforce City regulations intended to mitigate noise-producing activities, reduce intrusive noise, and alleviate noise deemed a public nuisance.
- HS**
- Policy N-3.2:** **Noise Reduction Technology.** Require new City equipment purchases or facilities operations that utilizes noise reduction technology to comply with noise performance standards.
- HS**
- Policy N-3.3:** **Construction Noise.** Require construction management plans that, in addition to enforcing City regulations, provide for construction noise mitigation to avoid adverse impacts associated with all construction-related activities and limit the permitted hours of construction activity.
- HS**
- Policy N-3.4:** **Home Retrofits.** Develop a program to assist with the retrofit of residences adjacent to freeways to achieve suitable interior noise conditions.
- HS**



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