

City of Santa Fe Springs 2040 General Plan Update and Targeted Zoning Code Amendment



City Council Special Meeting

January 18, 2022

PURPOSES OF THE GENERAL PLAN



City Council Special Meeting

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What is a General Plan?

Often described as a **blueprint** or **constitution** for land use, development, and resource decisions

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.

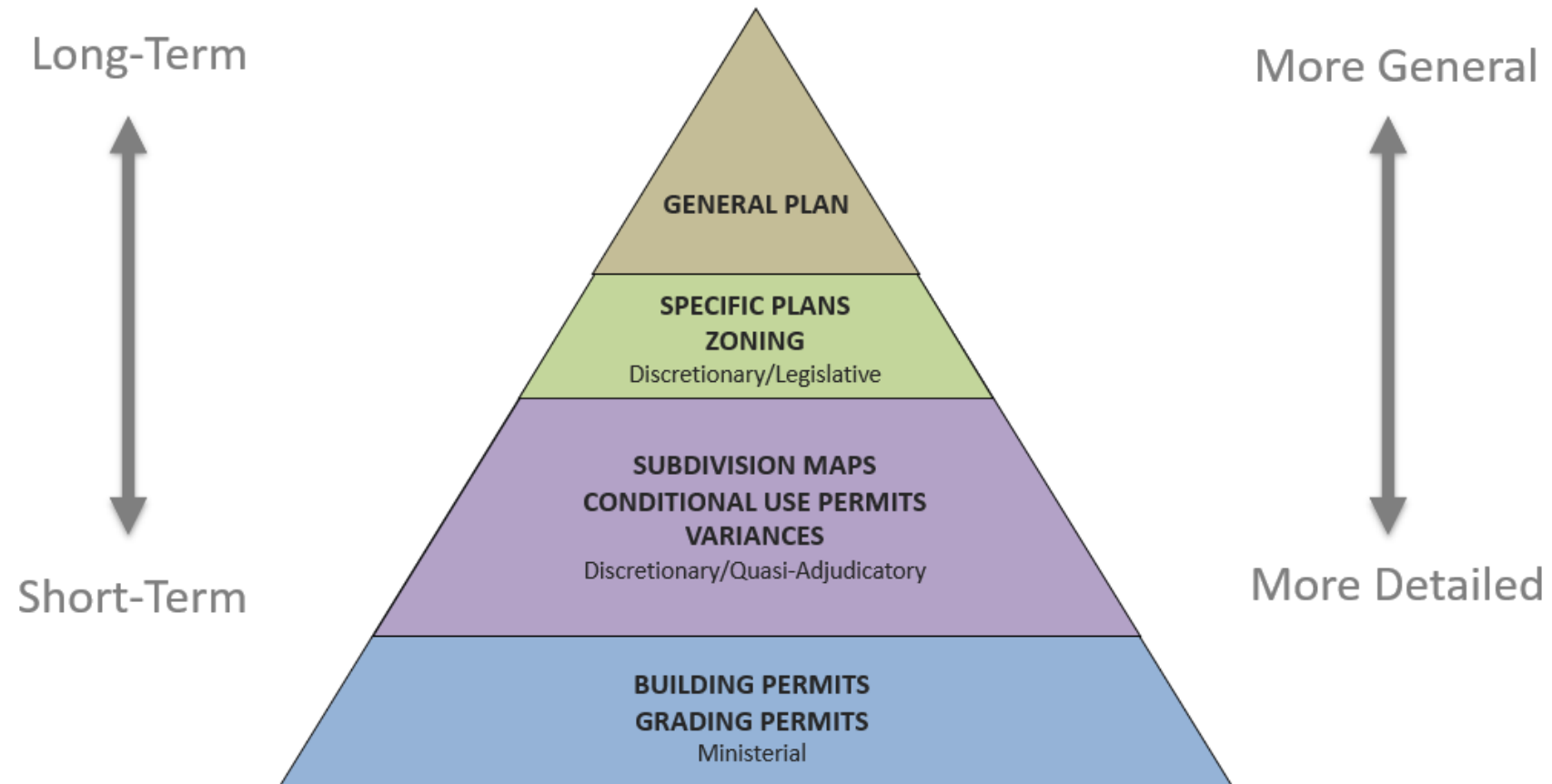
- **Protecting Residential Neighborhoods from Pollution Burdens.** The Safety Element and Environmental Justice Element identify methods to address pollution burdens that can adversely affect residents: hazardous emissions, contaminated soils and water, and the release of diesel exhaust and particulate 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

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.

Land Use Planning Hierarchy



Minimum Requirements

A General Plan must:

- Be comprehensive in scope and long-term in horizon (20-25 years)
- Address the entire city and its sphere of influence
- Be internally consistent
- Comply with State law
- Reflect community values and vision

Stakeholder Interviews and
Focus Group Meetings



Online and
Paper Survey



General Plan Advisory
Group (GPAG)



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

Project Website
and Social Media



Community
Workshops



If the General Plan Does Not Comply?

- Court order to fix the General Plan
- Limits on current application
- Vulnerability of past approvals
- Attorney's fees

General Plan Elements



Foundation for the General Plan

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.



Bifurcate the Process?

- Land Use, Housing, and Circulation Elements are integrated and must be adopted together
- Zoning code updates will be used to refine and implement land use policy

ENVIRONMENTAL JUSTICE



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What is Environmental Justice?

The principles of **environmental justice call for fairness, regardless of race, color, national origin or income, in the development of laws and regulations** that affect every community's natural surroundings, and the places people live, work, play and learn.

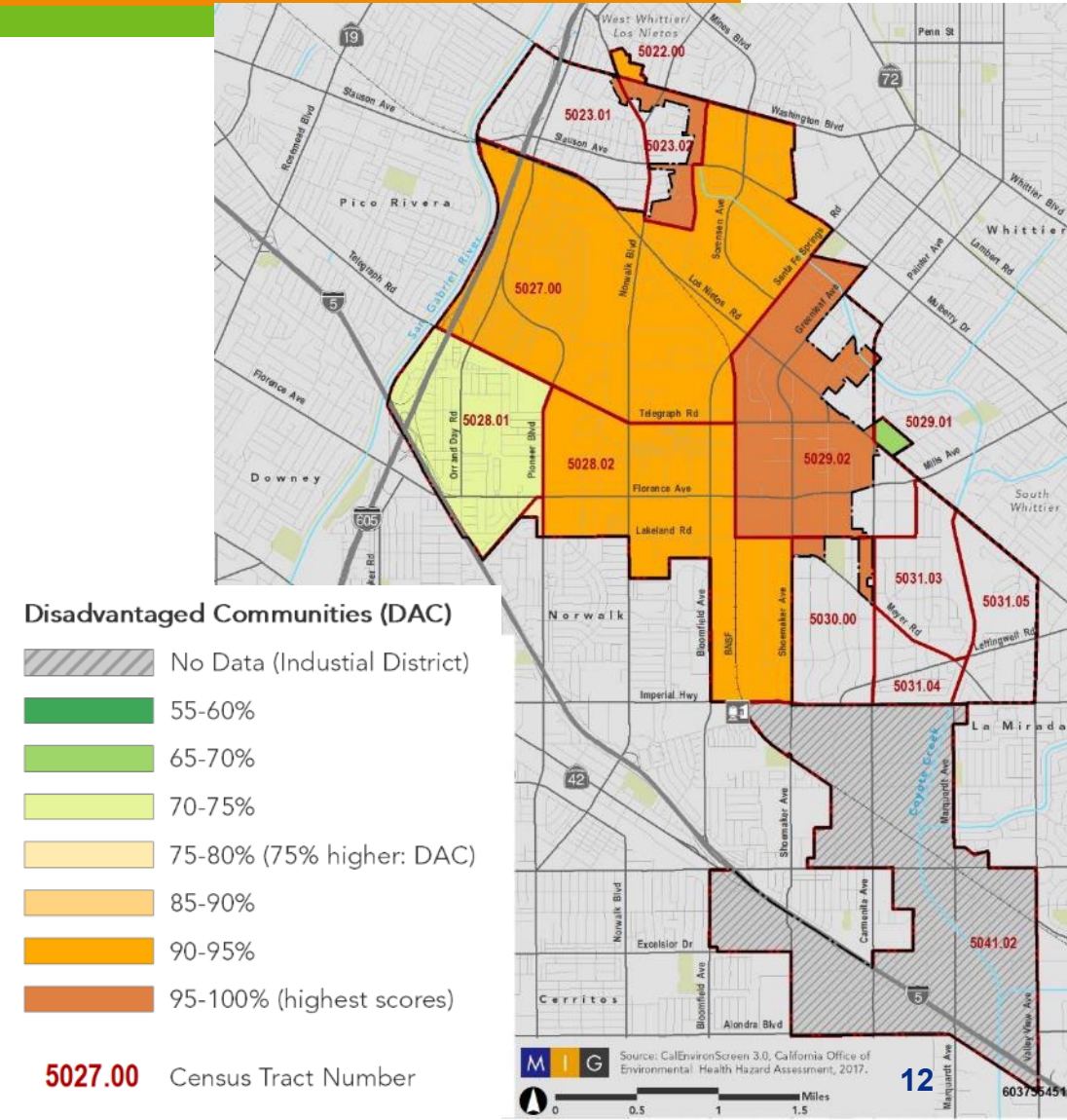


76% Hispanic/Latino

2020 Census Bureau

What is a Disadvantaged Community?

“Disadvantaged communities” refers to areas which suffer most from a combination of economic, health, and environmental burdens.



What are the Pollution Burdens?

Cleanup Sites



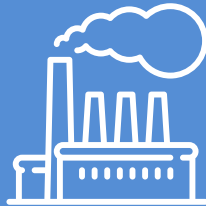
100th
Percentile

Hazardous
Waste



100th
Percentile

Toxic Release



98th
Percentile

Groundwater
Threats



98th
Percentile

Solid Waste



95th
Percentile

PM 2.5



82nd
Percentile

Air Pollution – Toxic Release

Air Toxics “Hot Spots” Program (SCAQMD) reports stationary sources of toxics emissions under AB 2588

14 businesses in Santa Fe Springs generate following air pollutants:

- **106 tons/year of Criteria Pollutants**
(carbon monoxide, nitrogen oxide, sulfur oxides, particulate matter, volatile organic compounds)
- **11,012 pounds/year of Toxic Pollutants**
(ammonia, formaldehyde, lead, benzene, diesel engine exhaust, toluene)

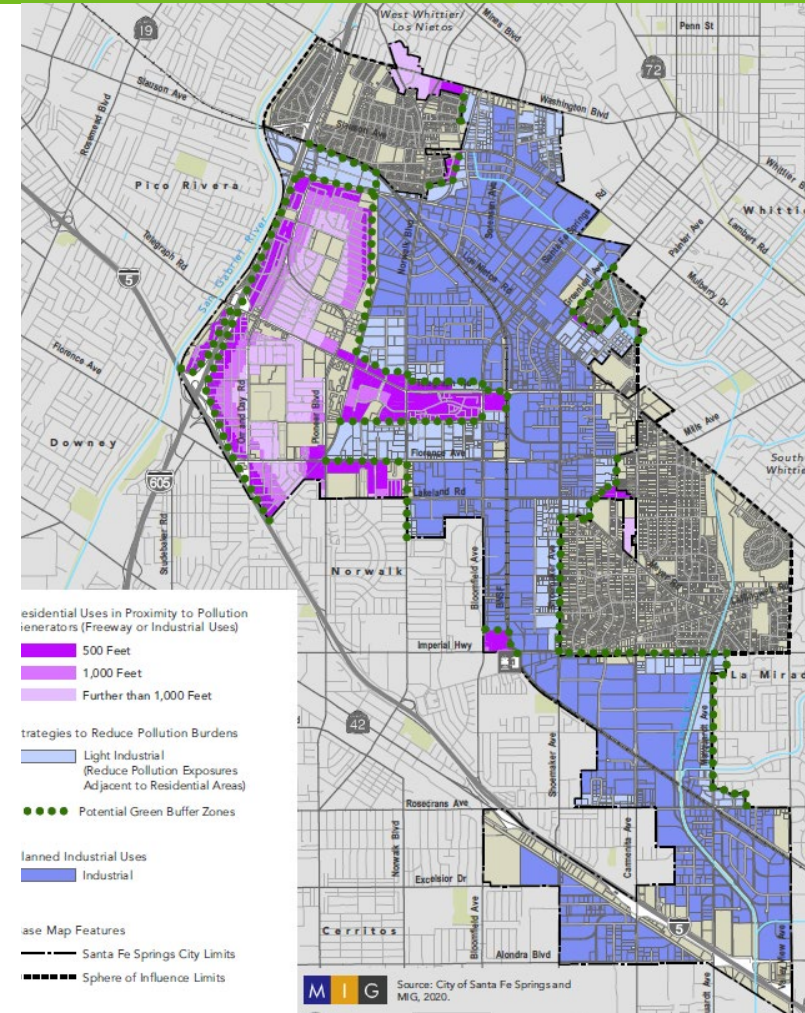
Toxic Release



98th
Percentile

Addressing Pollution Burdens

- Establish Green Buffer Zones
- Expand Light Industrial Zone
- Enforcement and Monitoring
- Cleanup Prioritization
- Community Education



FREEWAY COMMERCIAL LAND USE DESIGNATION



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Freeway Commercial Land Use Designation

1993 General Plan

- This category includes stores, offices and businesses having high freeway visibility and selling specialty goods such as furniture, auto parts, and auto dealerships, and providing services such as restaurants, motels, and auto repair. All 90 acres of development along the I-5 Freeway are classified under this land use designation. Even though this is classified under commercial for land use purposes, the current zoning is either M-1 or M-2. This type of land use is best suited for mixed commercial uses which take advantage of the exposure provided by the freeways.

Proposed Update

- 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.

Vision Remains Consistent

Zoning: General Plan Implementation Tool

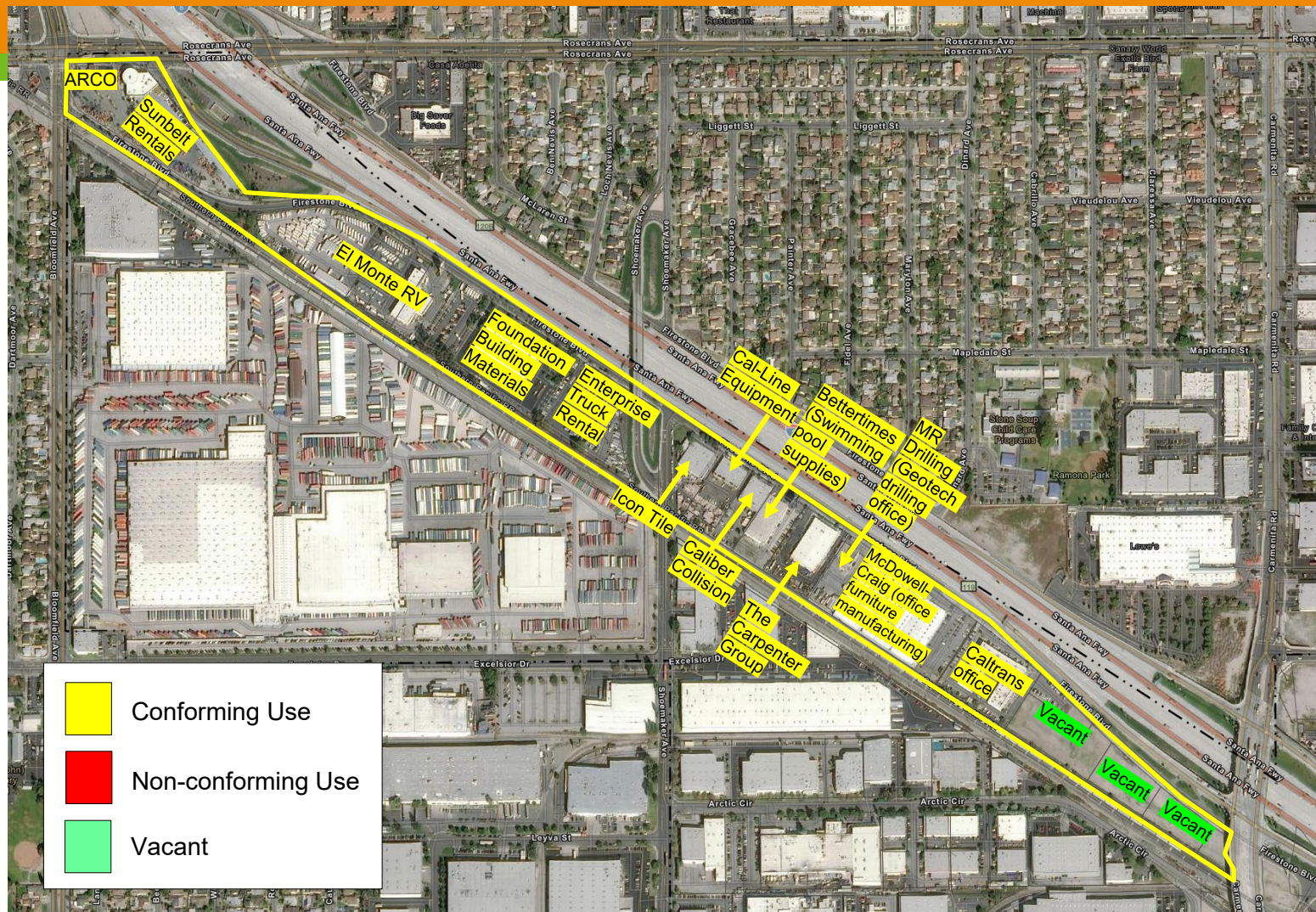
- General Plan is the Long-Term Vision
- Zoning Ordinance translates the long-term vision into everyday decisions
- Freeway Overlay Zone implements the Freeway Commercial General Plan Land Use Designation
- Freeway Overlay Zone Preferred Uses (§ 155.377 (G)):
 - 1) The intent of the Freeway Overlay Zone is to create a vibrant hub of commercial and industrial activity that serves as an attractive window into the city.
 - 2) As such, regional commercial and industrial uses as well as freeway oriented uses are highly encouraged (preferred) for non-residential properties that are located adjacent to, or visible from the freeway.
 - 3) Single-tenant uses are also preferred in commercially and industrially zoned properties that are visible from the freeway or accessible from the on and off ramps.

Current FOZ Businesses

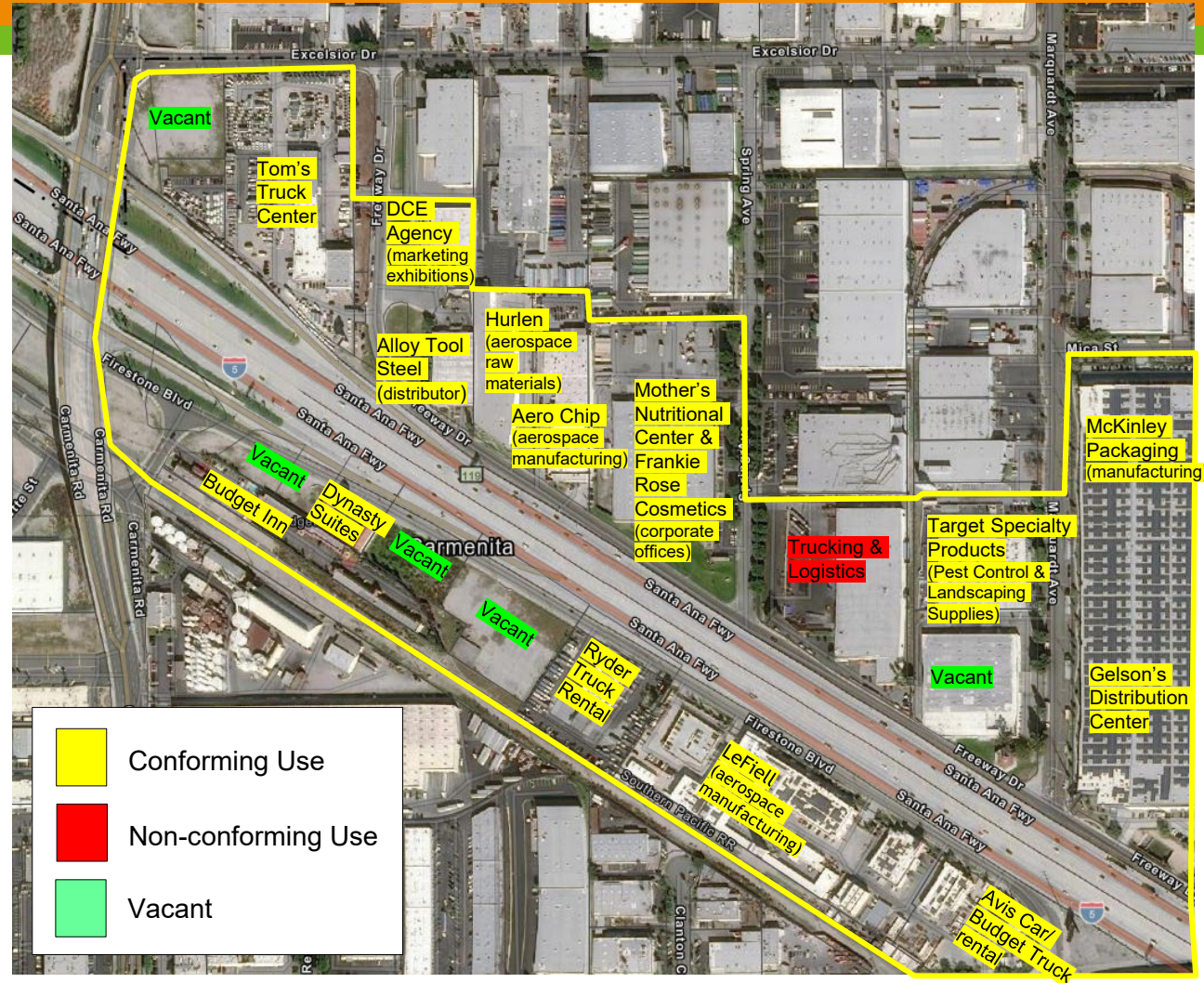


Re-Imagine
Santa Fe Springs

2040 GENERAL PLAN



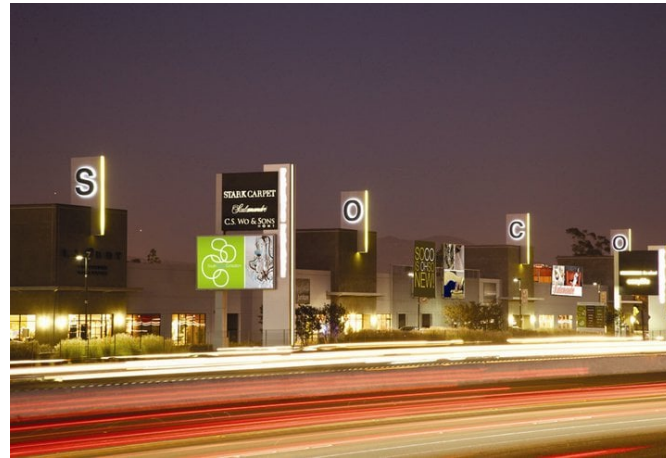
Current FOZ Businesses



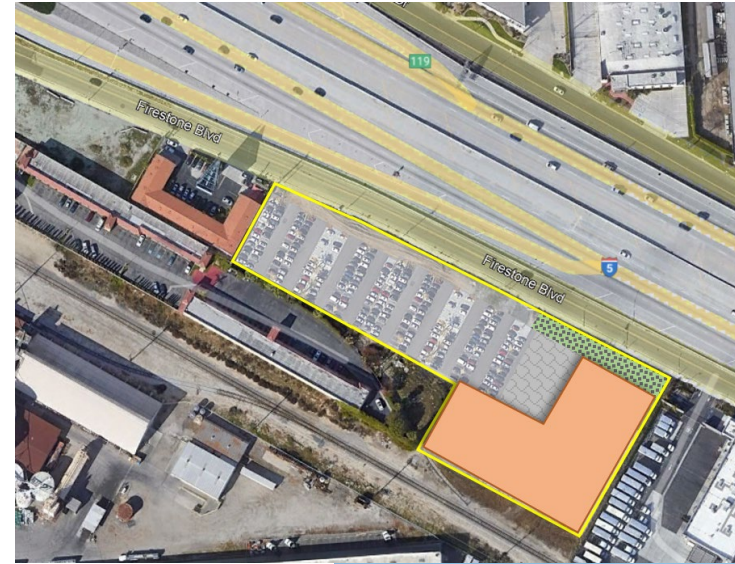
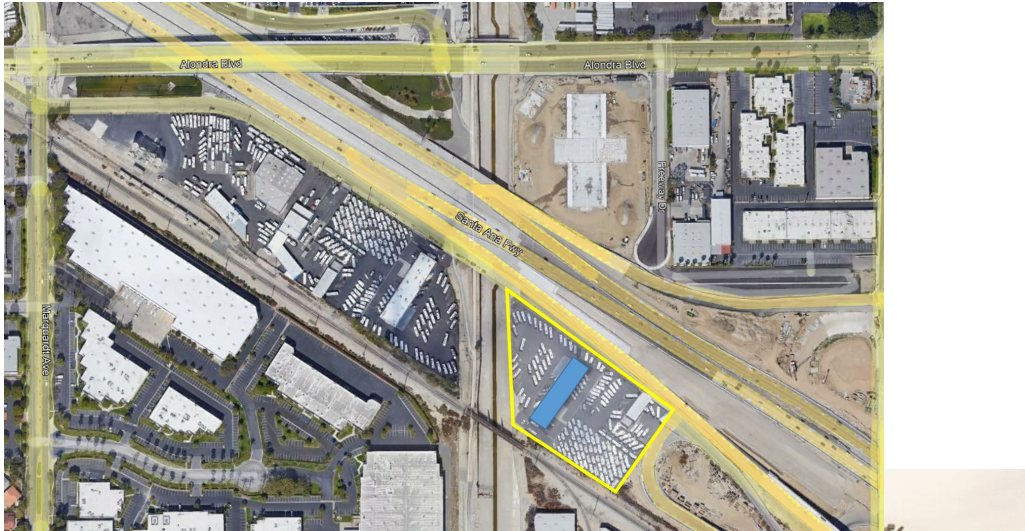
Current FOZ Businesses



Potential Redevelopment Scenarios



Potential Expansion Scenarios



BUFFER RESIDENTIAL FROM HEAVY INDUSTRIAL USES



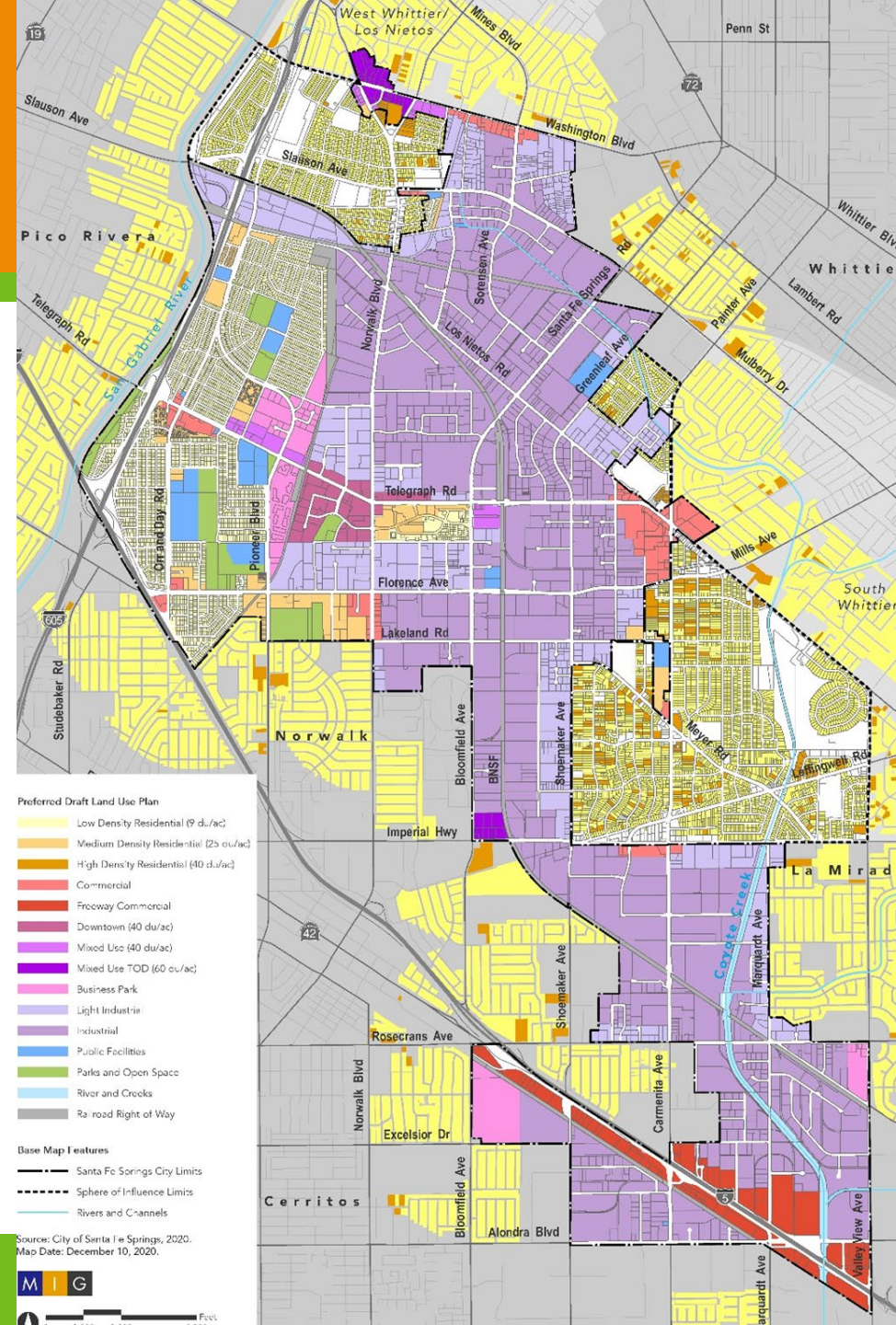
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ADJACENT TO EXISTING RESIDENTIAL: 500 FEET

Preferred Draft Land Use Plan

- Low Density Residential (9 du/ac)
- Medium Density Residential (25 du/ac)
- High Density Residential (40 du/ac)
- Commercial
- Freeway Commercial
- Downtown (40 du/ac)
- Mixed Use (40 du/ac)
- Mixed Use TOD (60 du/ac)
- Business Park
- Light Industrial
- Industrial
- Public Facilities
- Parks and Open Space
- River and Creeks
- Railroad Right-of-Way



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Base Map Features

- Santa Fe Springs City Limits
- Sphere of Influence Limits
- Rivers and Channels

Sources: City of Santa Fe Springs, 2020.
Map Date: December 10, 2020.



500ft, instead of 1,000ft

Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities

**California Air Resources Board:
Air Quality And Land Use Handbook:
A Community Health Perspective**

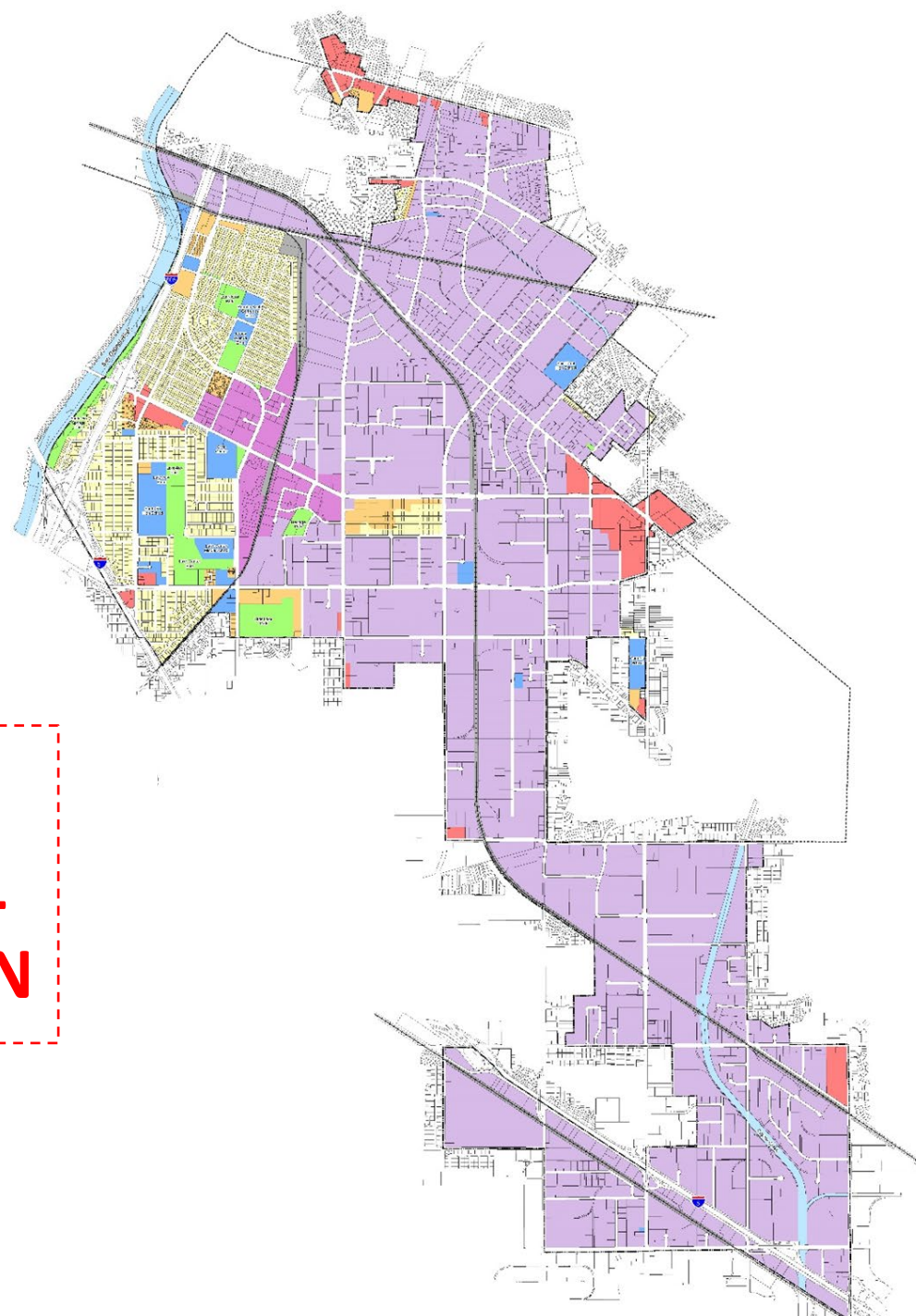
Source Category	Recommendations
Freeways and High-Traffic Roads	<ul style="list-style-type: none"> Avoid siting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	<ul style="list-style-type: none"> Avoid siting sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating TRUs per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	<ul style="list-style-type: none"> Avoid siting sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Chrome Platers	<ul style="list-style-type: none"> Avoid siting sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloro-	<ul style="list-style-type: none"> Avoid siting sensitive land uses within 300 feet of any dry-cleaning operation. For large operations with two or more machines, provide 500 feet.

EXISTING GENERAL PLAN

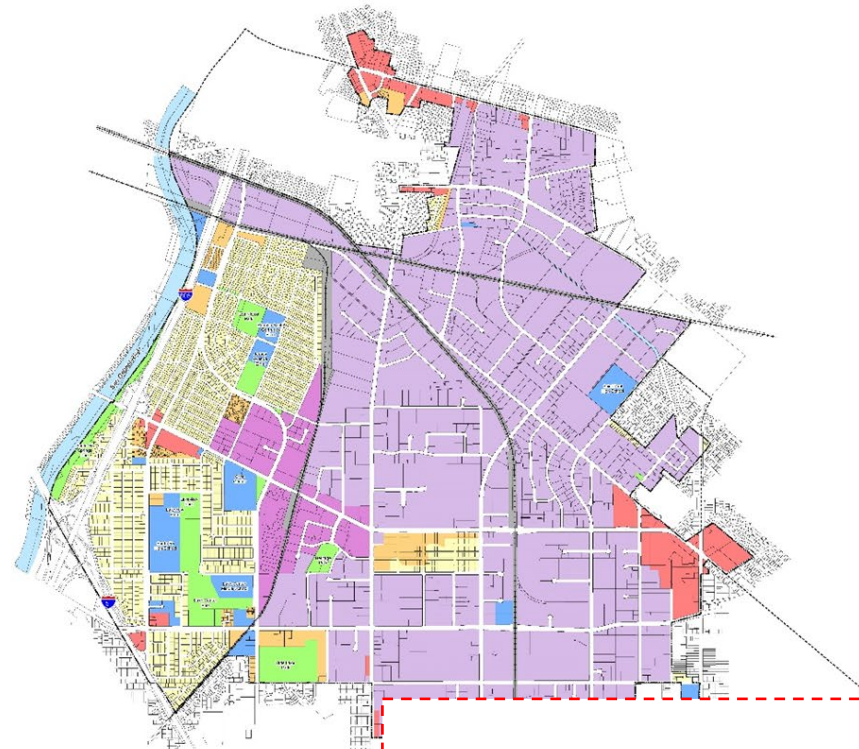
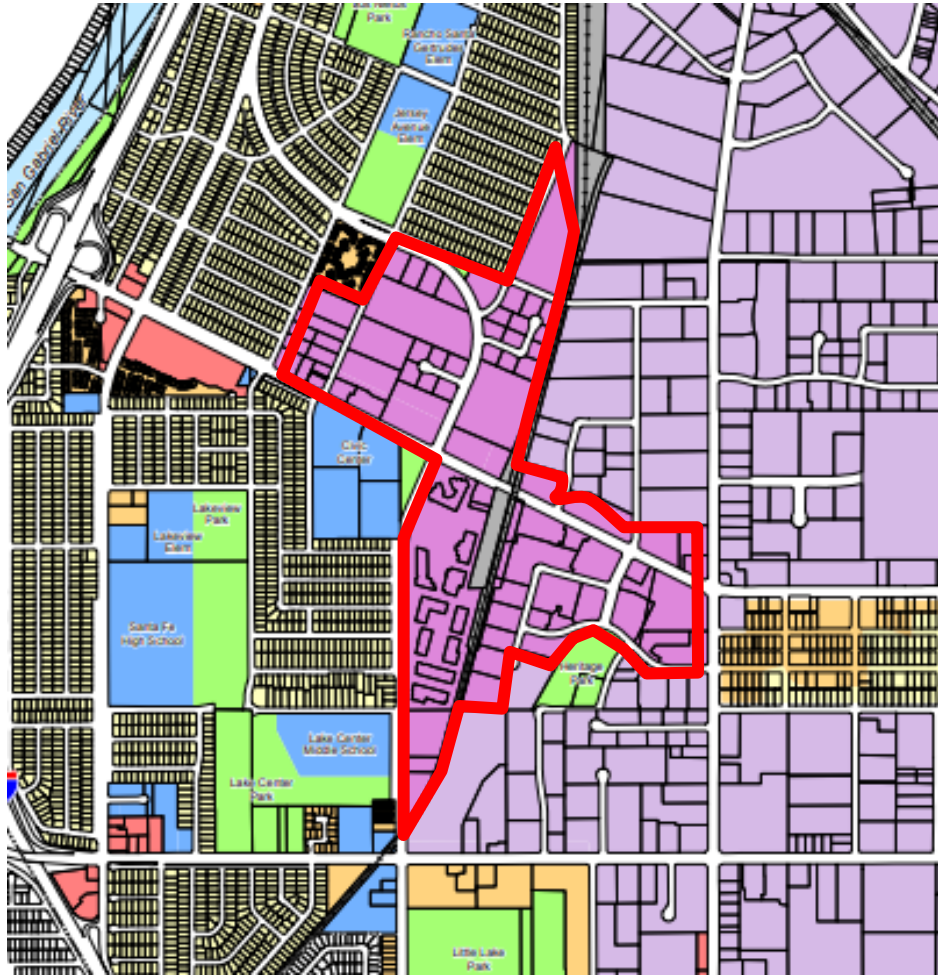
General Plan Land Use

- Single Family Residential
- Multiple Family Residential
- Commercial
- Business Park**
- Industrial**
- Public Facilities
- Open Space
- Railroad Right-of-Way
- River and Creeks
- City Boundary
- Sphere of Influence

**NO LIGHT
INDUSTRIAL
DESIGNATION**



Light Industrial instead of Business Park



- Business Park
- Industrial

BUSINESS PARK USED TO BUFFER NEARBY RESIDENTIAL, SCHOOLS, AND PARKS.



WHY BUFFER SENSITIVE LAND USES?

- AIR QUALITY
- NOISE
- TRAFFIC
- GROUND WATER



EXAMPLES OF HEAVY INDUSTRIAL LAND USES



Chemical manufacturing
(ammonia, lacquer, vinegar, etc.)



**Storage of flammable &
hazardous chemicals**



**Salvage and
Reclamation yards**

Examples of Heavy Industrial Land Uses



**Animal feed lot and
Slaughter houses**



Concrete batch plants



**Truck terminal and
Truck yards**



RE-IMAGINE Santa Fe Springs 2040 General Plan GUIDING 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. Expand housing choices around transit stations and corridors.



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.

FOCUS AREAS AND CATALYTIC SITES



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FOCUS AREAS & CATALYTIC SITES



Re-Imagine
Santa Fe Springs

2040 GENERAL PLAN




Focus Areas and Catalytic Sites

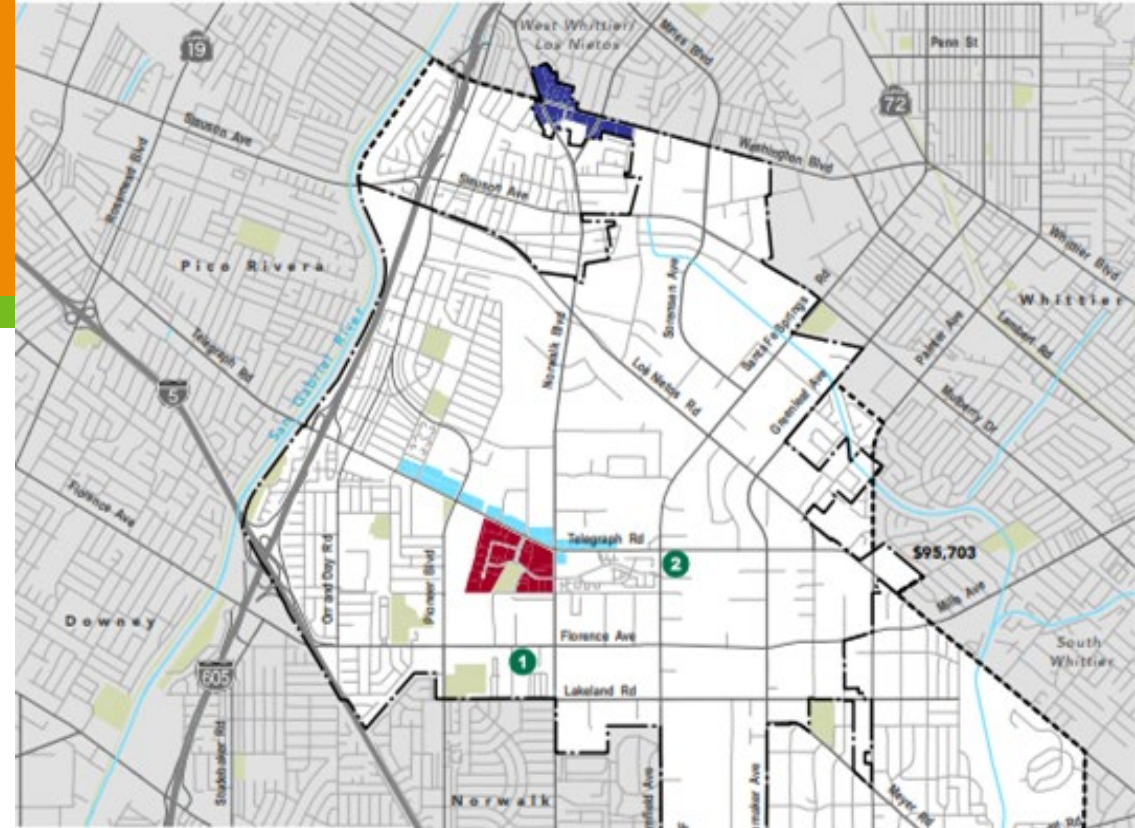
-  Downtown Santa Fe Springs
-  I-5 Freeway Corridor
-  Metrolink Station Area
-  Telegraph Road Corridor
-  Former Vons Distribution Center
-  Washington/Norwalk Transit Station

Infill Sites for New Residential and Commercial Development







-  1 Telegraph Road/Bloomfield Avenue Infill Site
-  2 Florence/Norwalk Boulevards Infill Site

Base Map Features

-  Santa Fe Springs City Limits
-  Sphere of Influence Limits
-  Rivers and Channels



Focus Areas and Catalytic Sites

-  Downtown Santa Fe Springs
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M I G Source: City of Santa Fe Springs, 2021.

DOWNTOWN SANTA FE SPRINGS

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.



Downtown Santa Fe Springs

METRO LINK / FUTURE L-LINE STATION

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.



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

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.



TELEGRAPH ROAD CORRIDOR

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.



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

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.



FORMER VONS DISTRIBUTION CENTER

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.

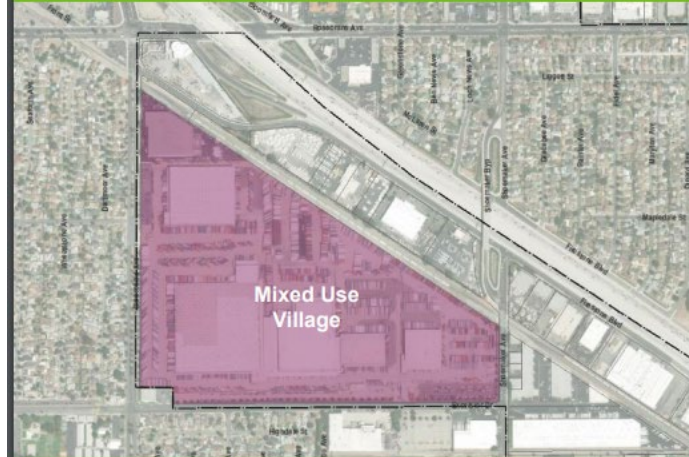
Former Vons Distribution Center Alt 1



Business Park

- Professional office
- Research & development
- Lodging (Hotel)
- Commercial retail and restaurants
- Exclude warehousing and trucking uses
- 3,200 employees

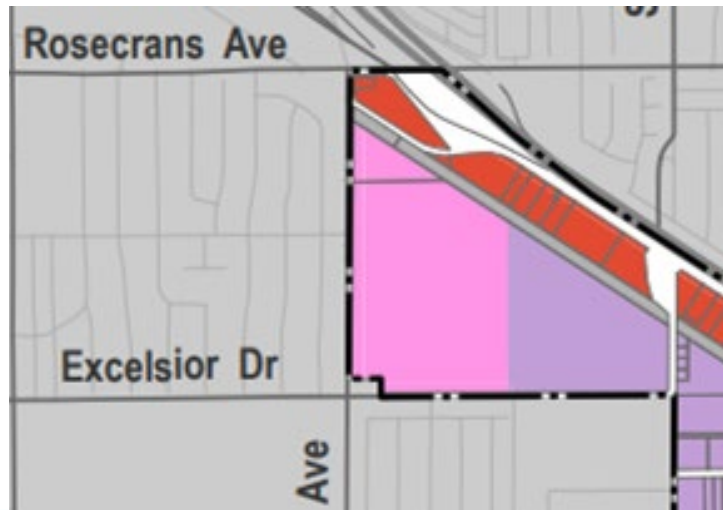
Former Vons Distribution Center Alt 2



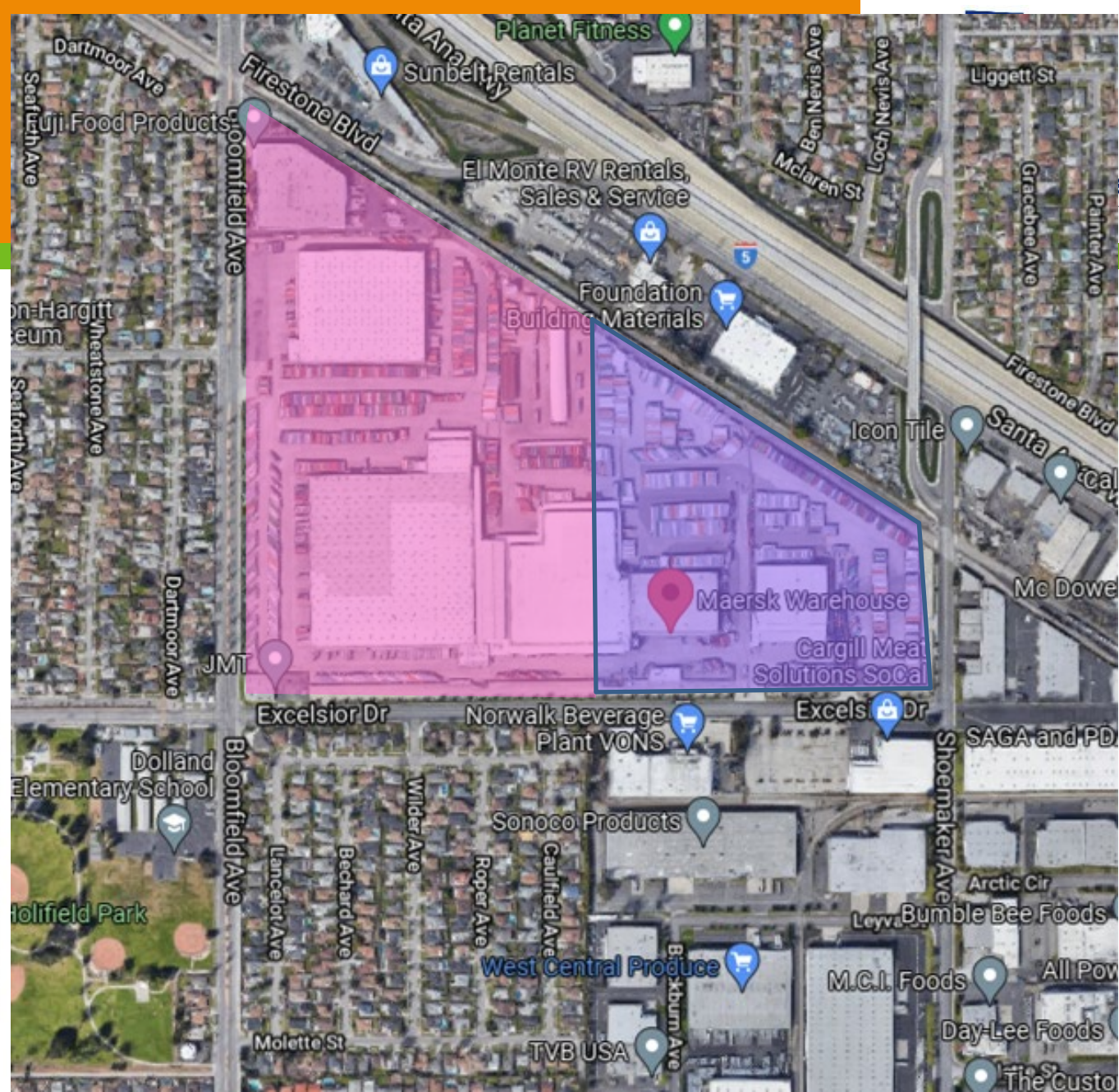
Mixed Use Village

- Commercial, office, entertainment, lodging (hotels), and residential
- Public facilities and amenities and parks
- Diverse multifamily
 - 15 to 48 du/ac
 - 2 to 4 Stories
- 2,800 employees
- 2,000 Units

FORMER VONS DISTRIBUTION CENTER



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



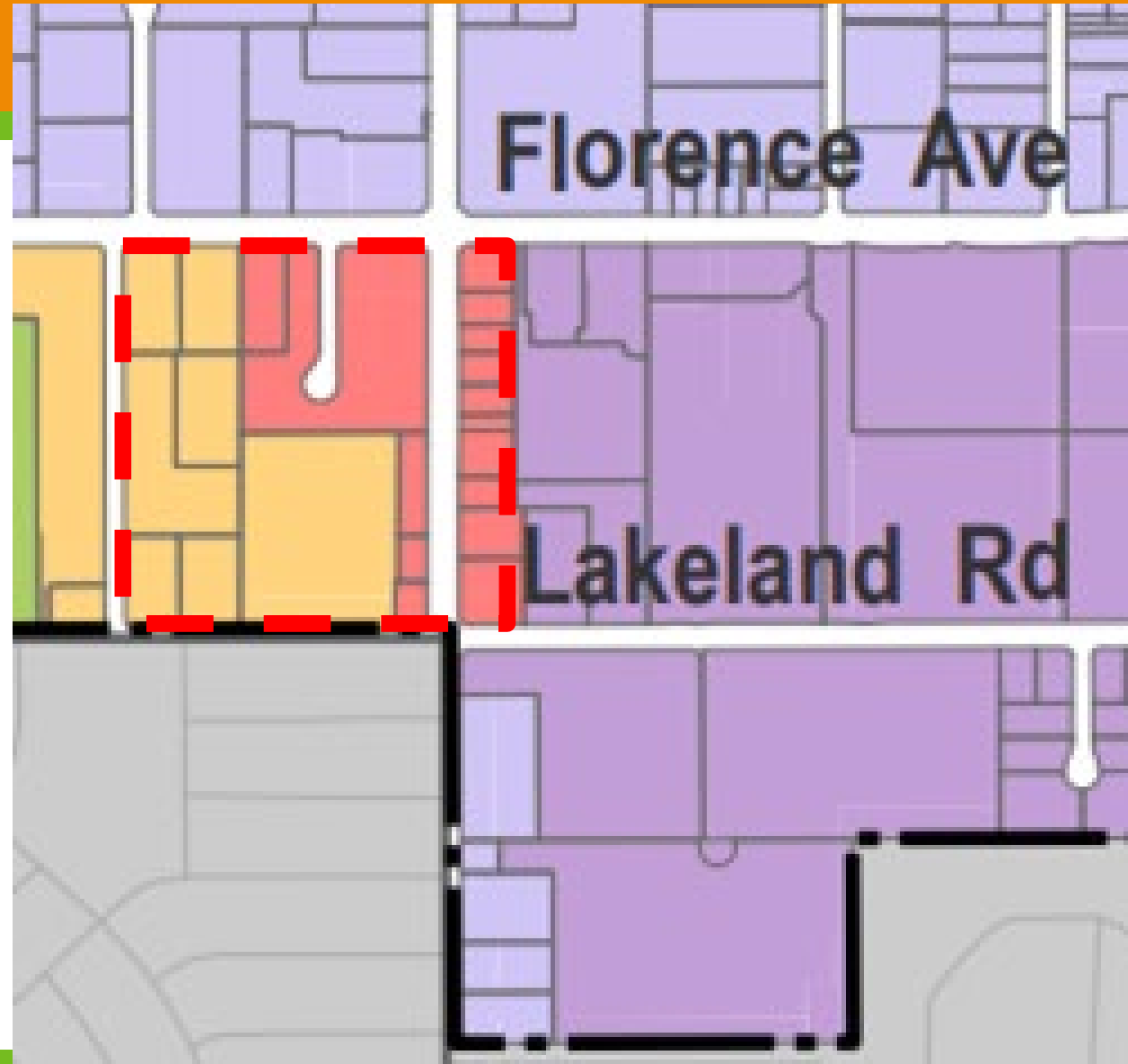
Florence / Norwalk Blvd



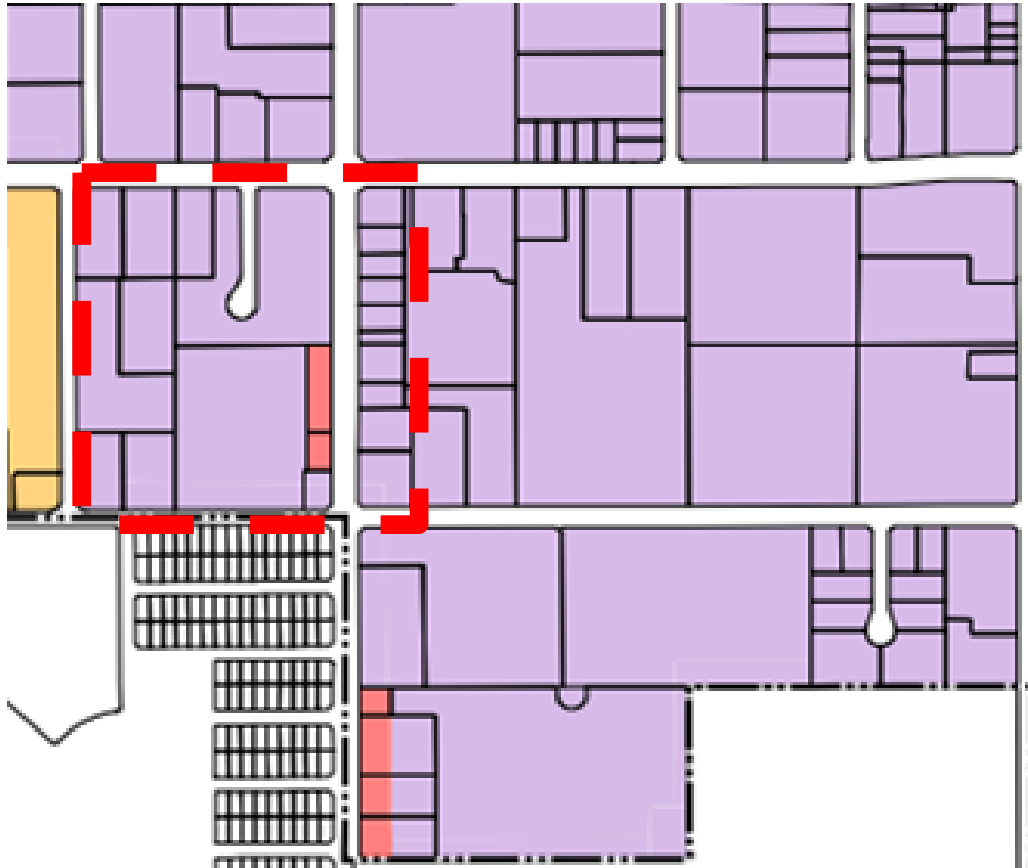
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2040 GENERAL PLAN

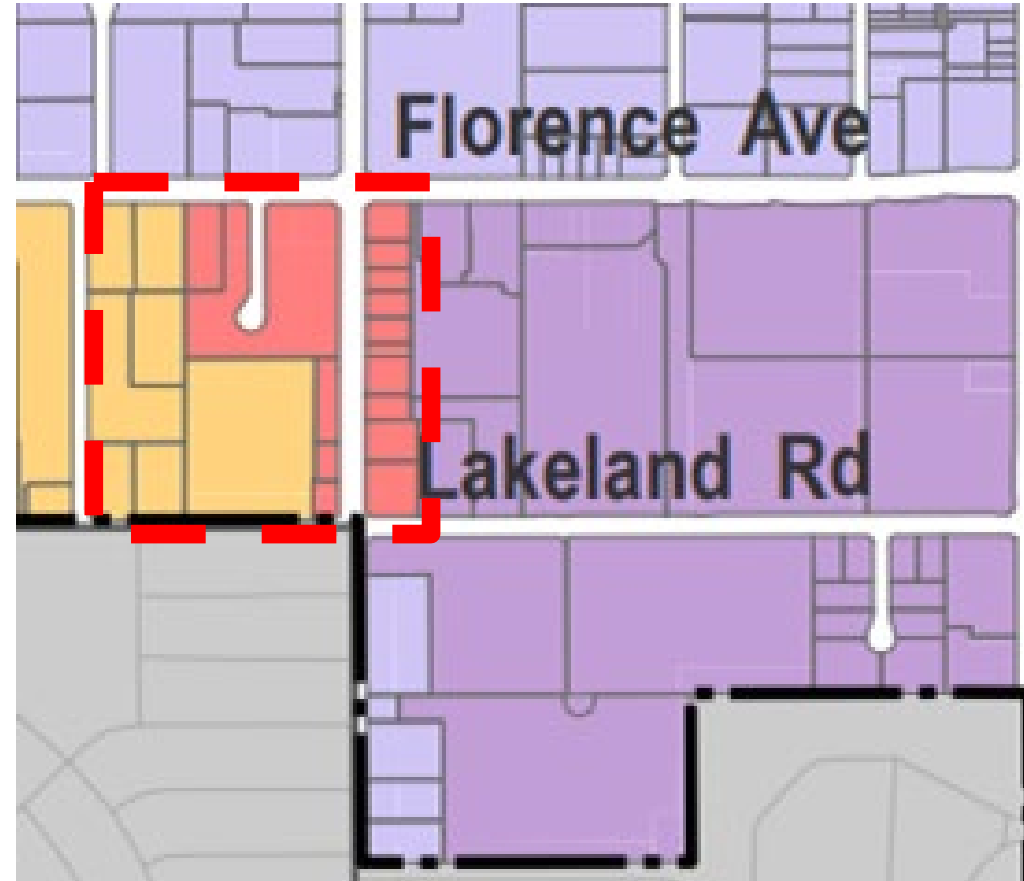
Figure LU-9: Florence/Norwalk Boulevards Infill Site



Florence / Norwalk Blvd



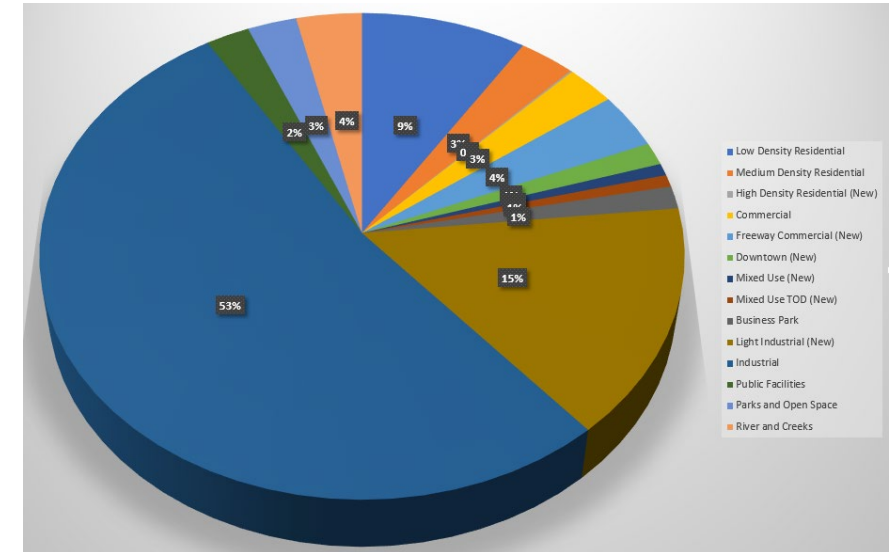
EXISTING LAND USE MAP



PROPOSED LAND USE MAP

INDUSTRIAL USES IN SANTA FE SPRINGS

General Plan Land Use Designation	Acres		Percentages	
	Land Use Changes	Total	Percent of Land Use Change by Total Acreage	Percent of Grand Total
Low Density Residential	0.5	422.2	0.1%	9.1%
Medium Density Residential	22.9	145.1	15.8%	3.1%
High Density Residential (New)	6.3	6.3	100.0%	0.1%
Commercial	27.7	126.2	22.0%	2.7%
Freeway Commercial (New)	174.0	174.0	100.0%	3.7%
Downtown (New)	71.8	71.8	100.0%	1.5%
Mixed Use (New)	37.9	37.9	100.0%	0.8%
Mixed Use TOD (New)	36.7	36.7	100.0%	0.8%
Business Park	-	68.7	0.0%	1.5%
Light Industrial (New)	713.0	713.0	100.0%	15.3%
Industrial	29.5	2,444.5	1.2%	52.5%
Public Facilities	-	111.6	0.0%	2.4%
Parks and Open Space	-	127.2	0.0%	2.7%
River and Creeks	-	167.4	0.0%	3.6%
Grand Total	1,120.2	4,652.5	24.1%	100.0%



INDUSTRIAL USES

69.3%

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