

PUBLIC REVIEW DRAFT

SANTA FE SPRINGS 2040 GENERAL PLAN



**Re-Imagine
Santa Fe Springs**

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P U B L I C R E V I E W D R A F T

SANTA FE SPRINGS 2040 GENERAL PLAN

City of Santa Fe Springs

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CHAPTER 1

INTRODUCTION

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**Re-Imagine
Santa Fe Springs**

2040 GENERAL PLAN



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

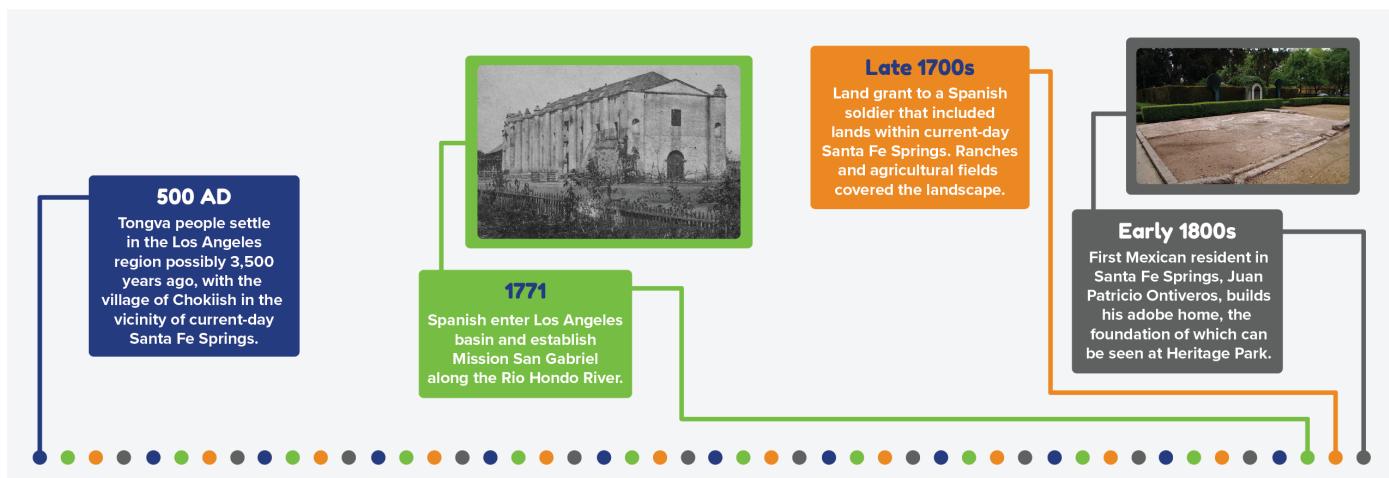
Re-Imagine Santa Fe Springs 2040 General Plan presents the following big ideas.

- 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





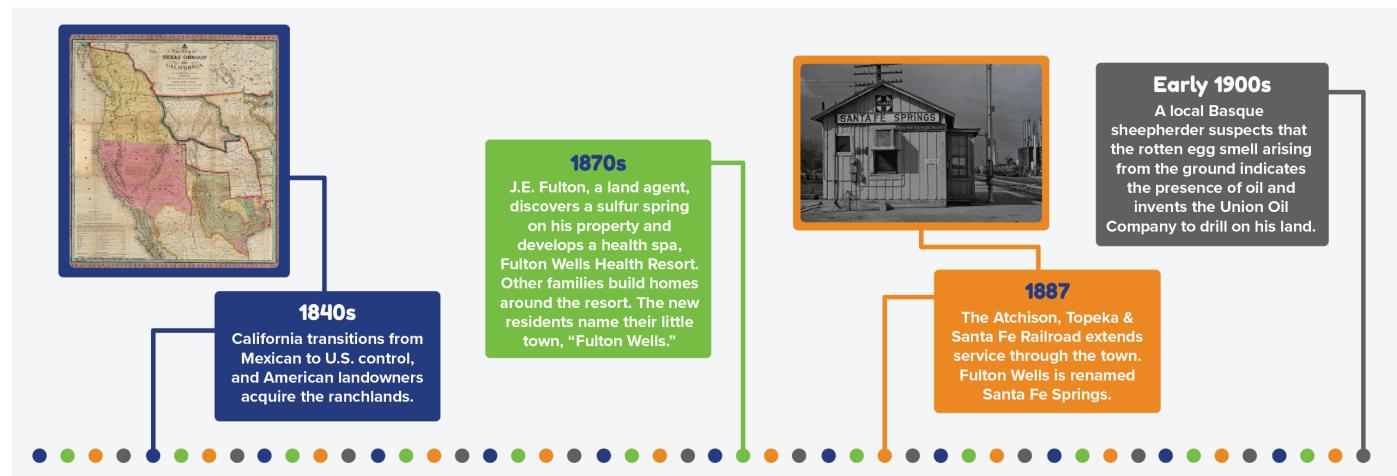
Day Road and buffered bike lanes and bicycle boulevards along certain streets to better link neighborhoods and schools.

- **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

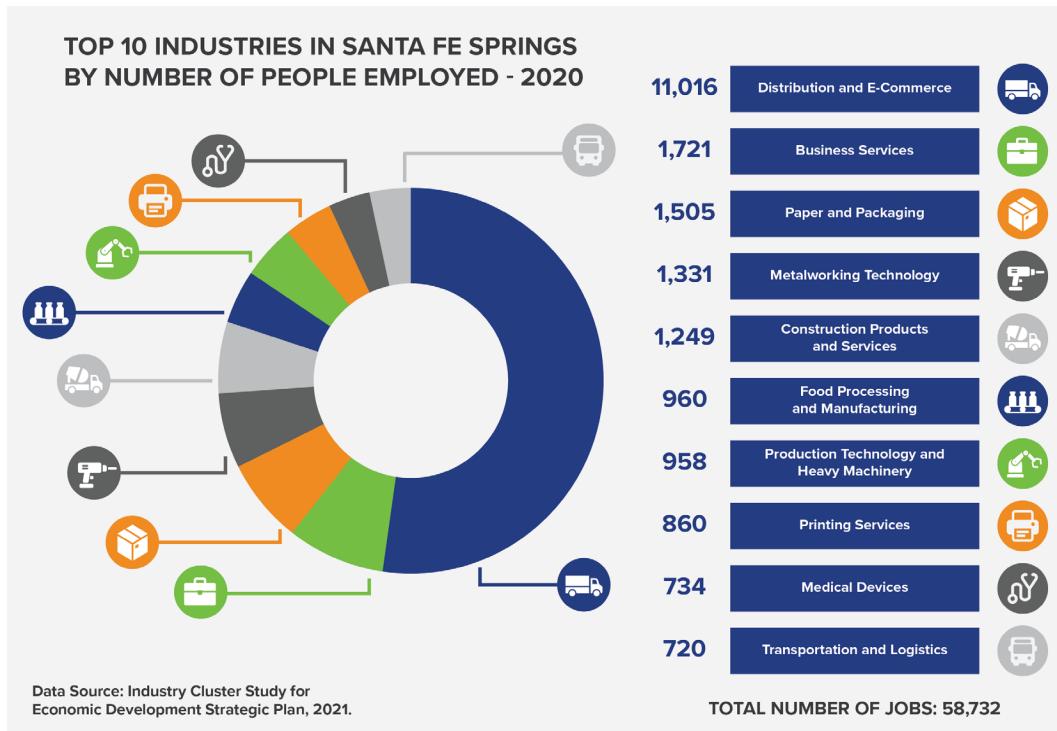
The Santa Fe Springs of 2020, when the General Plan process commenced, was a built-out city, with virtually no vacant properties remaining. The boom period of the 1980s and 1990s—when the City actively led redevelopment of former oil field sites and aging industrial properties—vanished almost entirely 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.



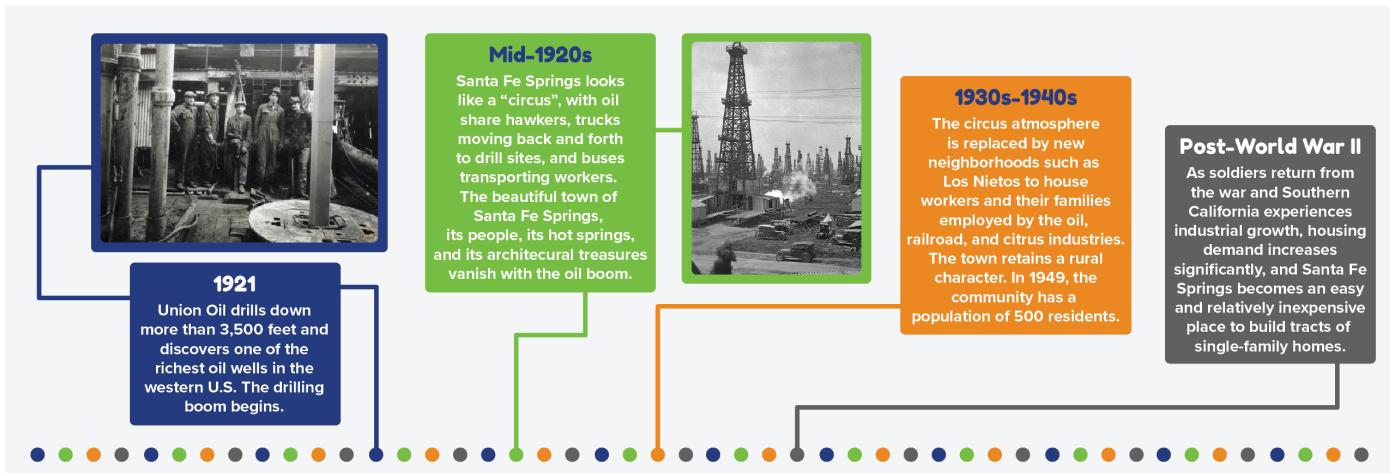
Gathering spaces



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.



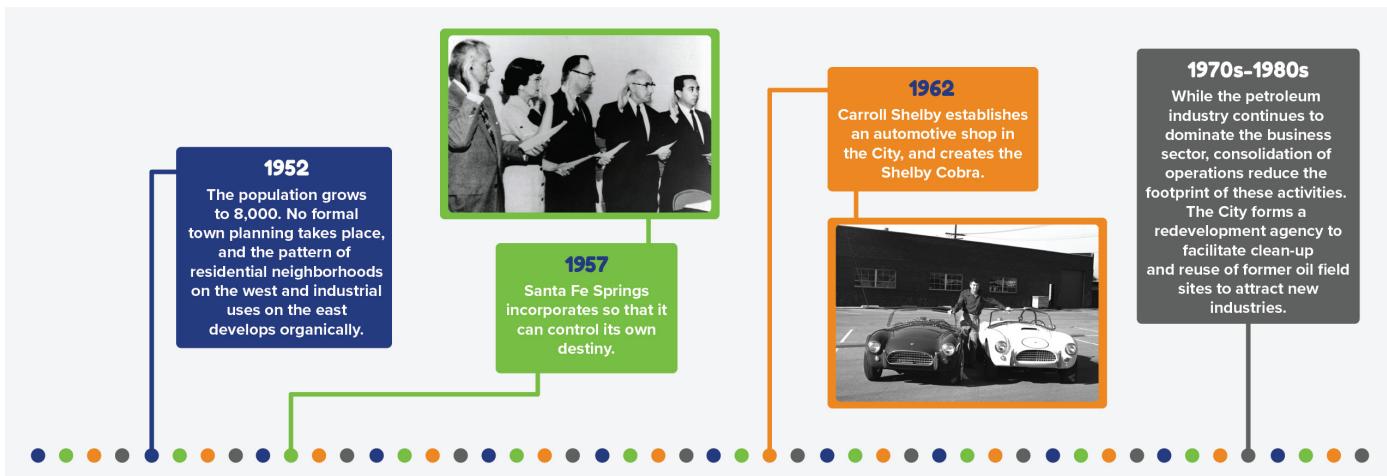
Vehicles commuting along Telegraph Road



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.

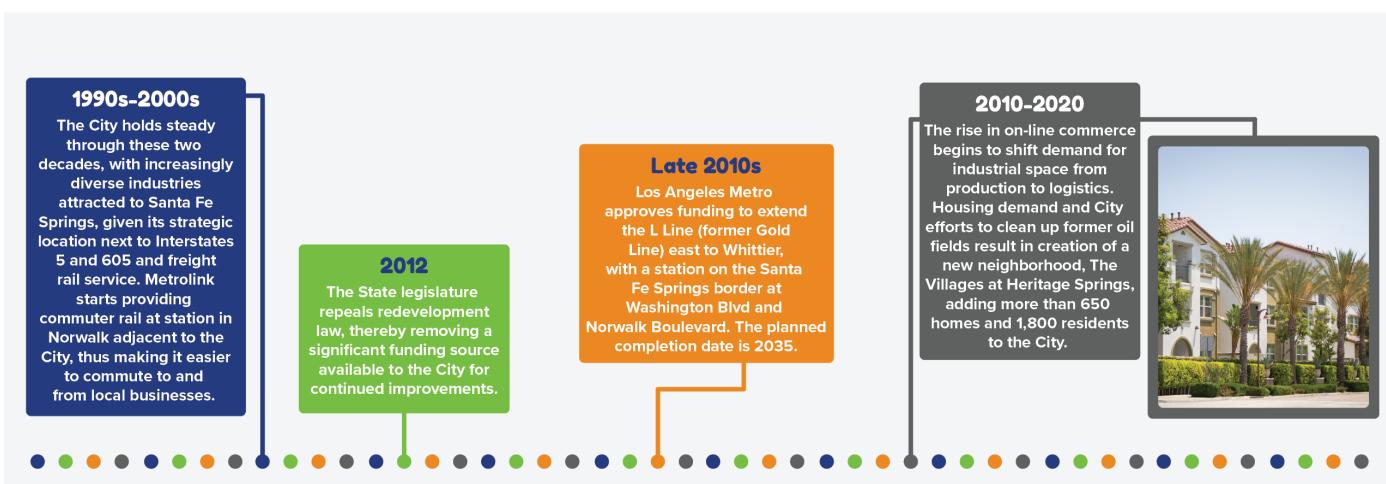
General Plan policies look to gradually ameliorate these conditions by reducing pollution exposure, improving local air quality conditions, providing ways for residents to improve their physical health, and encouraging creation of local well-paying jobs.



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



General Plan Advisory Group (GPAG)



Project Website and Social Media



Community Workshops



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).

Continue with the many community events and maintain small community feeling

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

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

A desire for a safe and thriving community

More shade trees along streets and attract greener businesses

Citywide internet: smart city

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

Safety for bicyclists and pedestrians

Importance of incorporating City history in new development

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**



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

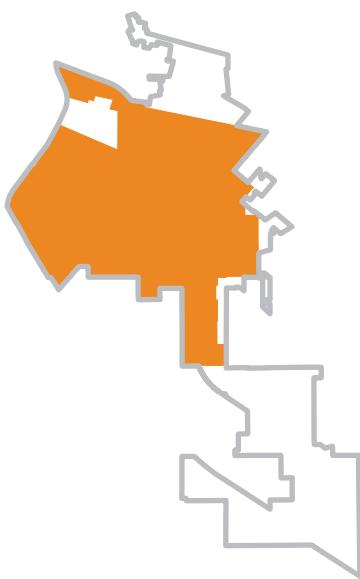
Located about 13 miles from downtown Los Angeles, 23 miles from the ports of Long Beach and Los Angeles, and 23 miles from Los Angeles International Airport, Santa Fe Springs is highly accessible from anywhere within the region and abroad. Interstates 5 and 605 traverse the City’s western edge, and freight 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



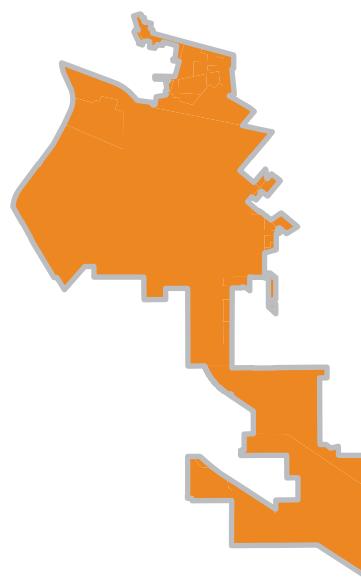
Annexations:

September to November 1957



Annexations:

1958 to 1984





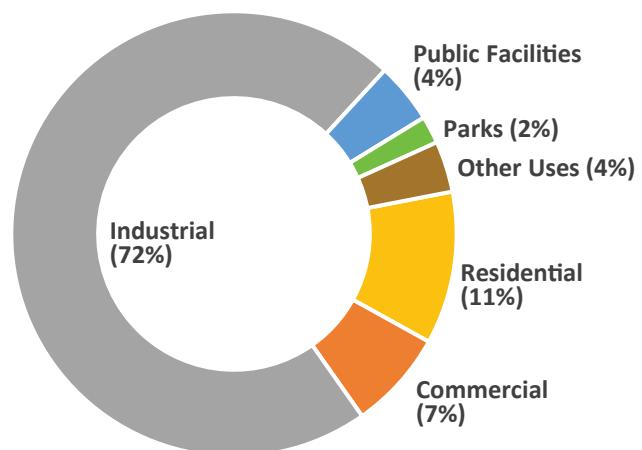
east sides, respectively, and are situated within Santa Fe Springs' designated sphere of influence. While Los Angeles County controls land use decisions in these areas, the City has the ability to plan for these areas with the expectation that one day these areas could be annexed to Santa Fe Springs.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

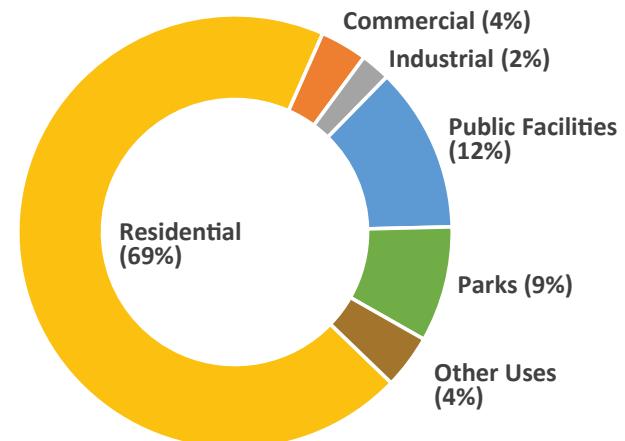
Long-established residential neighborhoods lie between the San Gabriel River, which forms the City's western edge, and Pioneer Boulevard. The 54.5-acre Village at Heritage Springs development, constructed in 2010 within a former oil field, created a new neighborhood in the center of the City, within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

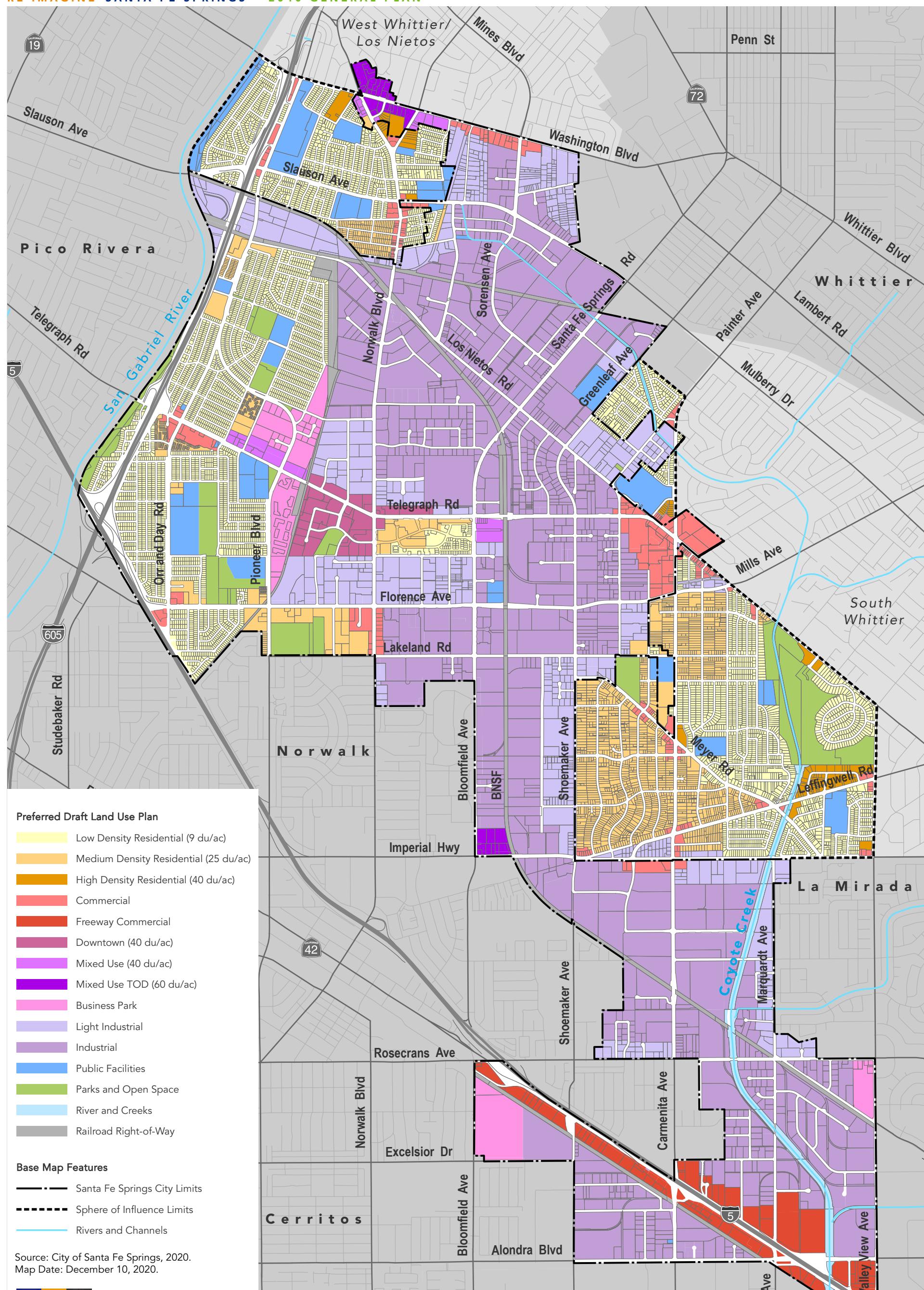
This Land Use Element and the Land Use Map establish the following 15 land use categories:

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.

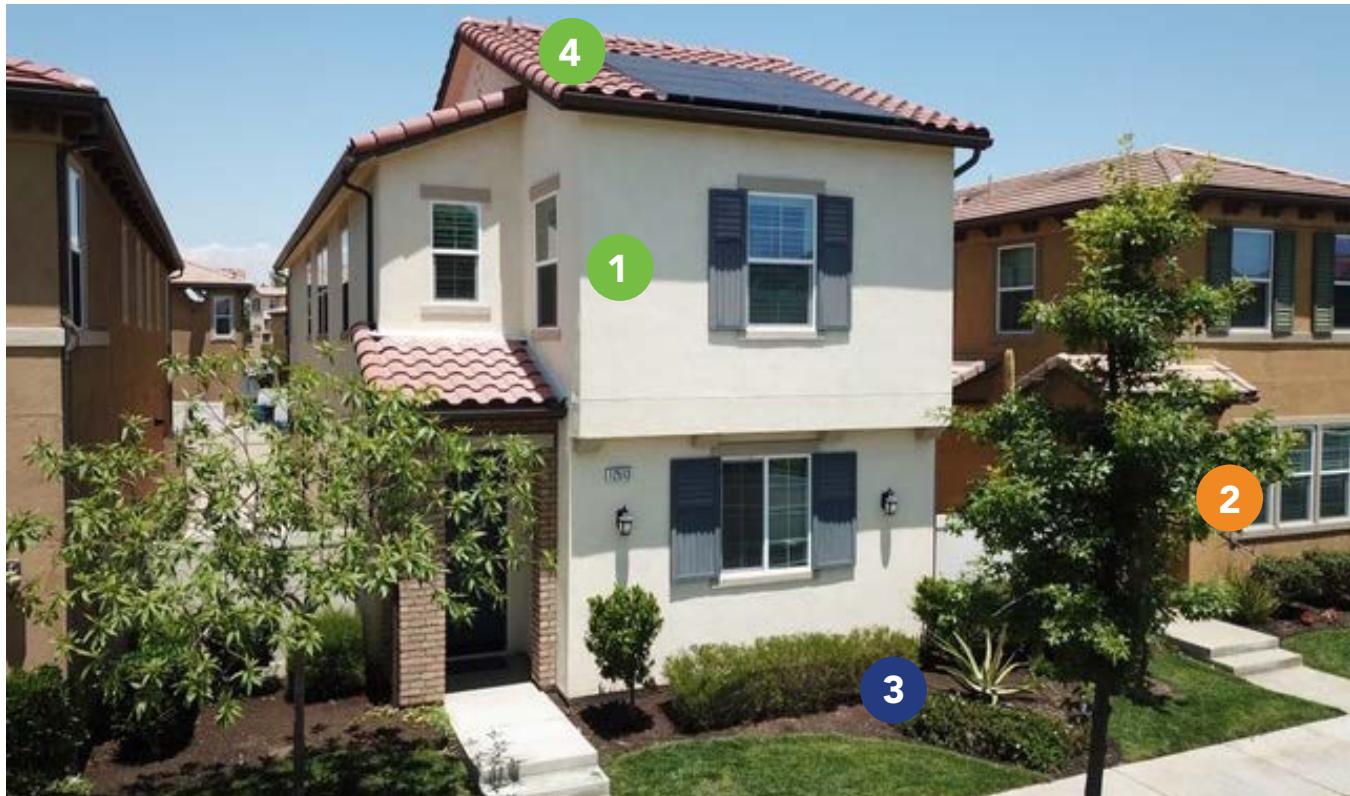
- **Density:** up to 9 units per acre
- **Population Density:** up to 33 persons per acre
- **Typical Building Height:** 1 to 2 stories
- **Complete Neighborhoods:**

- » 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 curb-side 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 curb-side 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



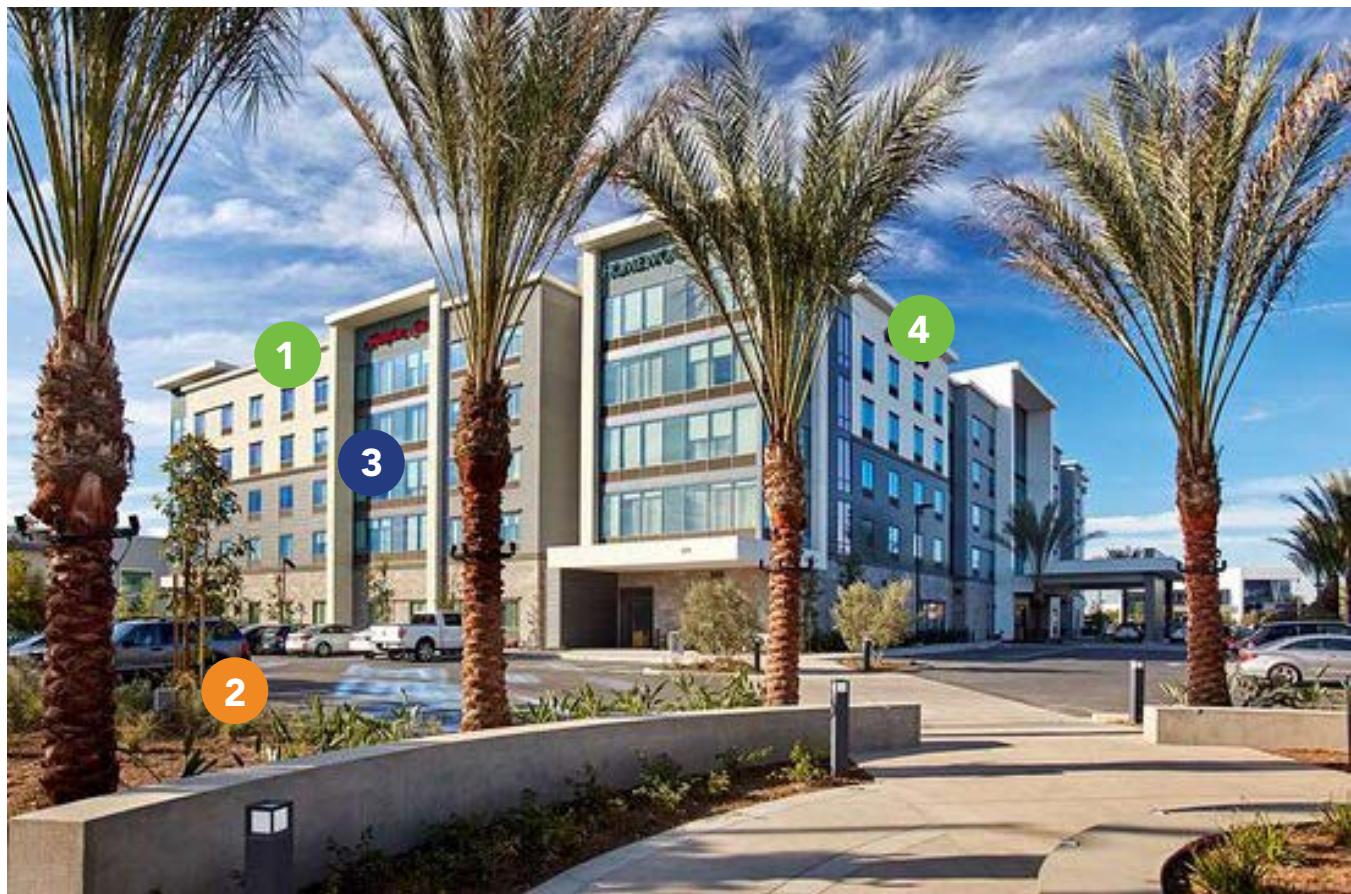
Commercial uses



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 utilize 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 utilize 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





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:

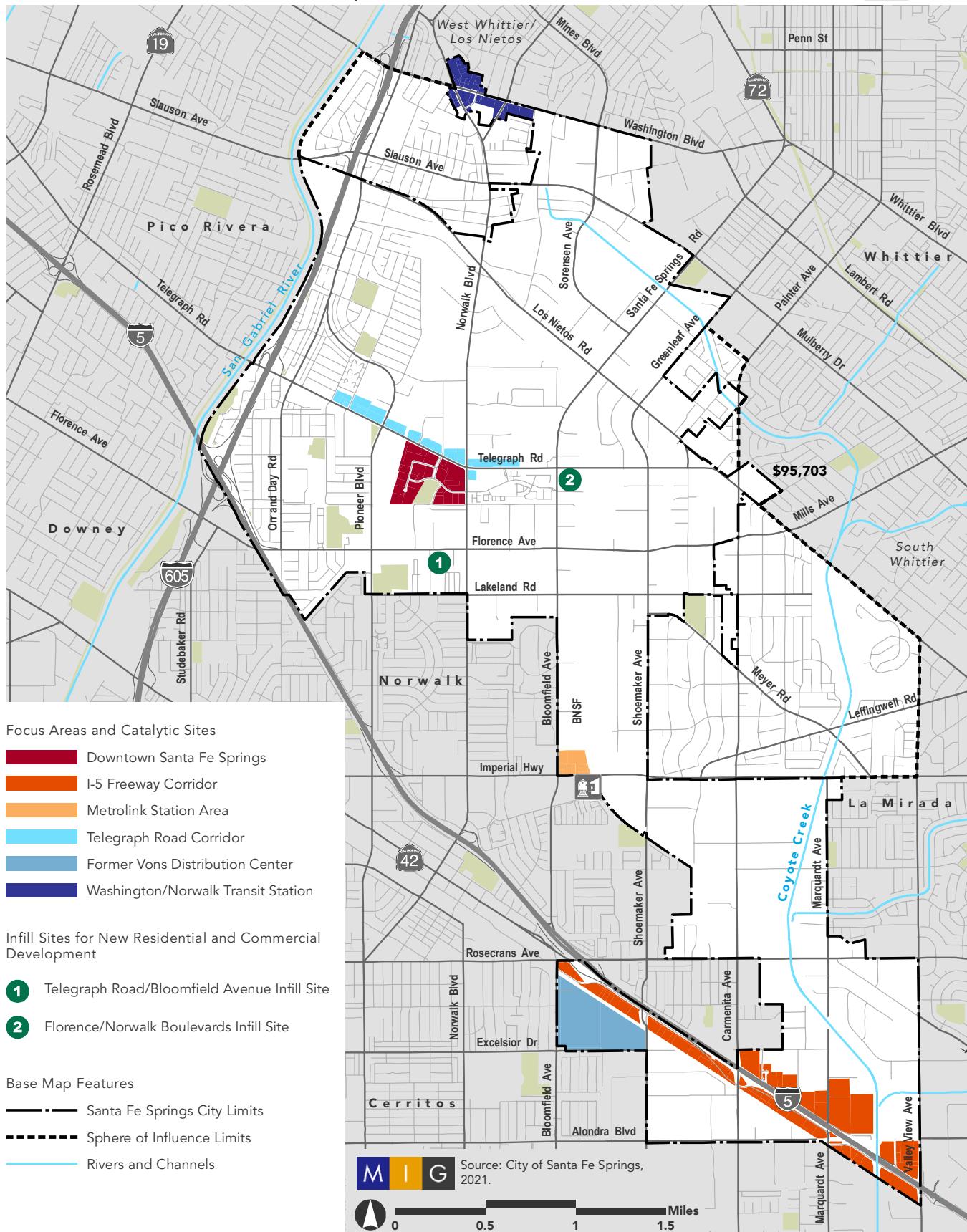
- Creating a true town center for Santa Fe Springs
- Taking advantage of rail transit stations as places for urban-scale transit-oriented development
- Strengthening and diversifying the business sector
- Providing new housing opportunities to meet local and regional needs

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



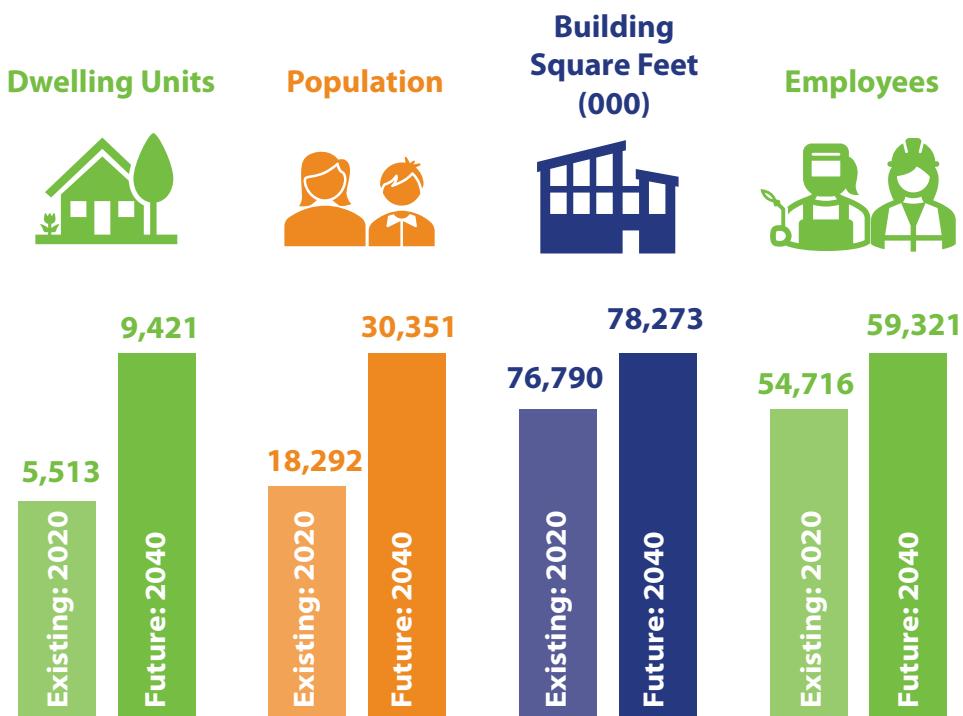
This infill site is located between Lakeland Road, Norwalk Boulevard, Fulton Wells Avenue, and Florence Avenue. Residential development could consist of residential townhomes. Commercial development could consist of a neighborhood shopping center with retail, commercial services, and restaurants located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

HS

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.

Policy LU-1.2:

DE

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.

Policy LU-1.3:

D

Downtown. Create a thriving Downtown District that supports a complementary mix of residential and nonresidential uses and provides community gathering spaces.

Policy LU-1.4:

ADT

Transit-Oriented Development. Develop transit-oriented districts around commuter rail stations to maximize access to transit and create vibrant new neighborhoods.

Policy LU-1.5:

EJ

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.

Policy LU-1.6:

HS

Community Benefits. Ensure that new development(s) provide a net community



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

Policy LU-1.7:

HS

Healthy Neighborhoods.

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:

HS

Jurisdictional Consultation.

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.

Industrial and Employment Districts

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

Policy LU-2.1:

DE

Diverse Industrial Activities.

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

Policy LU-2.2:

DE

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:

- 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:

CSE

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

Policy LU-2.4:

DE

Beneficial Businesses.

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

Policy LU-2.5:

DE

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

Policy LU-2.6:

DE

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



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

Policy LU-2.7:**ES**

Support Services. Encourage commercial service and dining businesses that support the employee population and serve local residents.

Policy LU-2.8:**ES**

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:****CSE**

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:**CSE**

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:**T**

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:**CSE**

Repurpose Petroleum Production Lands. Encourage the remediation and

development of properties transitioning from petroleum production.

Policy LU-3.5:**CSE**

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:**CSE**

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:**CSE**

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:**ARC**

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:****DE**

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:**HS**

Neighborhood Improvements. 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:**EI**

Housing Choices. 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:**EI**

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

Policy LU-6.5:**EI**

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

Policy LU-6.6:**HS****Neighborhood Parking.**

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

Policy LU-6.7:**HS****Neighborhood Character.**

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

Policy LU-6.8:**HS**

Community Facilities. 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:****D****Main Street Environment.**

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:**D****Employment Opportunities.**

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:**D****Placemaking.** 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:**D**

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:**D**

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

Policy LU-7.6:**D**

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:**D**

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:****ADT****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:**ES****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:**EI****Housing Options.**

Accommodate housing options for all income levels.

Policy LU-8.4:**ADT****Improved Infrastructure.**

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

Policy LU-8.5:**HS****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:**HS****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.

HS

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.

Policy LU-9.2: Private and Common Open Space.

HS

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.

Policy LU-9.3:

HS

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.

Policy LU-9.4: Small Parks and Plazas.

HS

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.

Policy LU-9.5: Leverage Underutilized Space.

HS

Leverage Underutilized Space. Leverage underutilized sidewalks, medians, parking spaces and vacant land to incorporate temporary and permanent public spaces and green infrastructure.

Public Facilities

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

Policy LU-10.1: Joint Use of Land.

EI

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.

Policy LU-10.2: Locations.

EI

Locations. Develop public facilities at locations where they most efficiently serve the community and are compatible with current and future land uses.

Policy LU-10.3: Community Involvement.

EI

Community Involvement. Encourage community involvement to assess the needs of City residents to determine priorities for the rehabilitation or new construction of public facilities.

Policy LU-10.4: Available Land for Public Uses.

EI

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

Policy LU-10.5: Town Center Plaza.

EI

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.

**Policy LU-10.6:** **Public Facilities**

T

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.**

T

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.**

CSE

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.**

HS

Require developments along major corridors and at City entries to use distinctive architectural, landscaping, and site design treatments.

Policy LU-11.2: **Public Art.**

HS

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.**

HS

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:

HS

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

Policy LU-11.5:

CSE

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:

CSE

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:

HS

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:

HS

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 archaeological 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 slowdown 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).

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

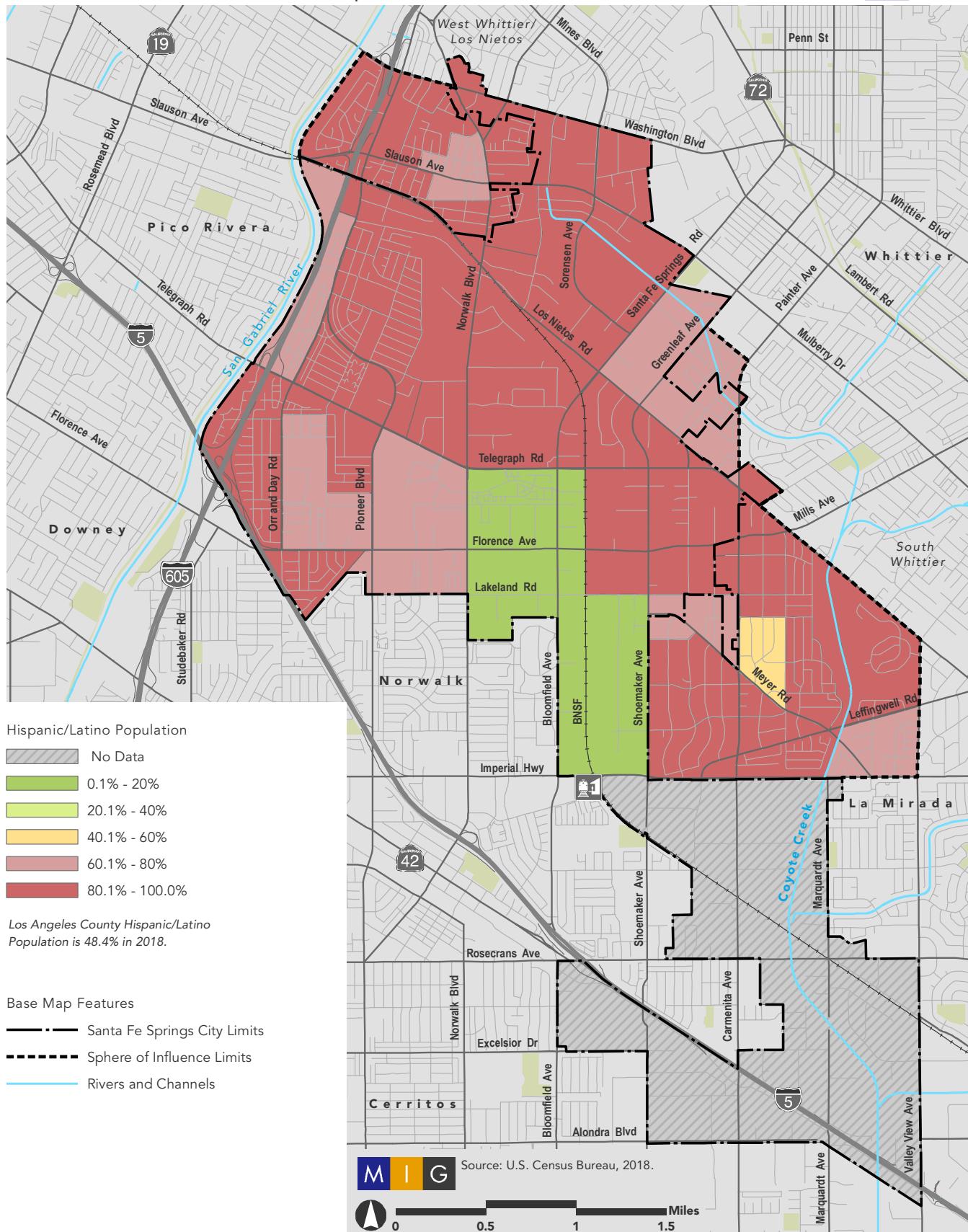
Demographic Profile	Santa Fe Springs				Los Angeles County			
	2010		2018		2010		2018	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Age								
0-19	4,947	30.2%	4,553	25.6%	2,711,958	27.6%	2,514,147	24.9%
20-44	6,054	37.0%	6,348	35.7%	3,658,845	37.3%	3,735,805	37.0%
45-64	3,440	21.0%	4,404	24.8%	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

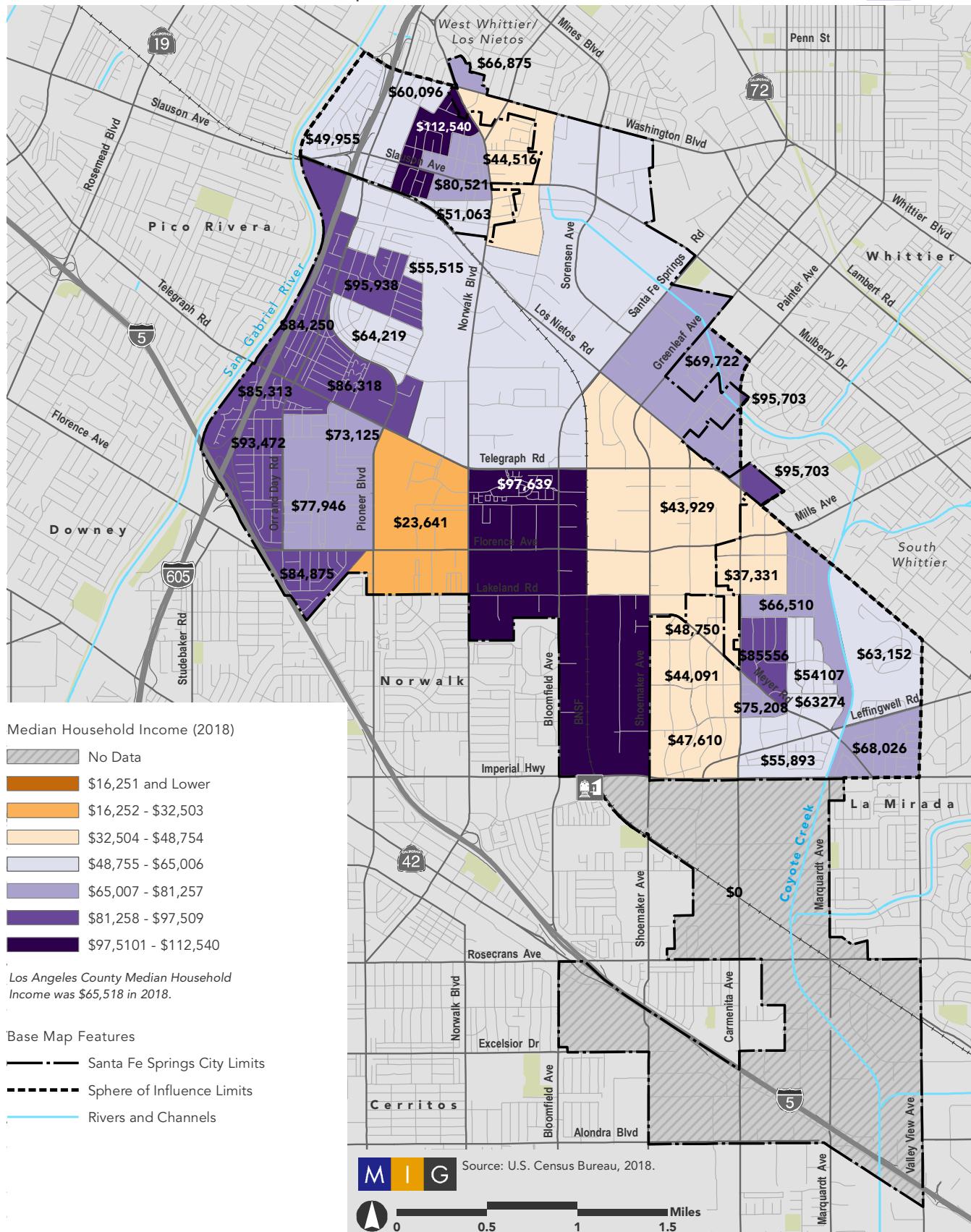
House	Santa Fe Springs			Los Angeles County		
	Population	Poverty	Percent	Population	Poverty	Percent
Total	17,732	2,353	13.3%	9,947,766	1,589,956	16.0%
Male	8,462	884	10.4%	2,628,243	184,088	7.0%
Female	9,270	1,469	15.8%	2,221,973	176,589	7.9%
Employed	7,963	359	4.5%	4,850,216	360,677	7.4%
Unemployed	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					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						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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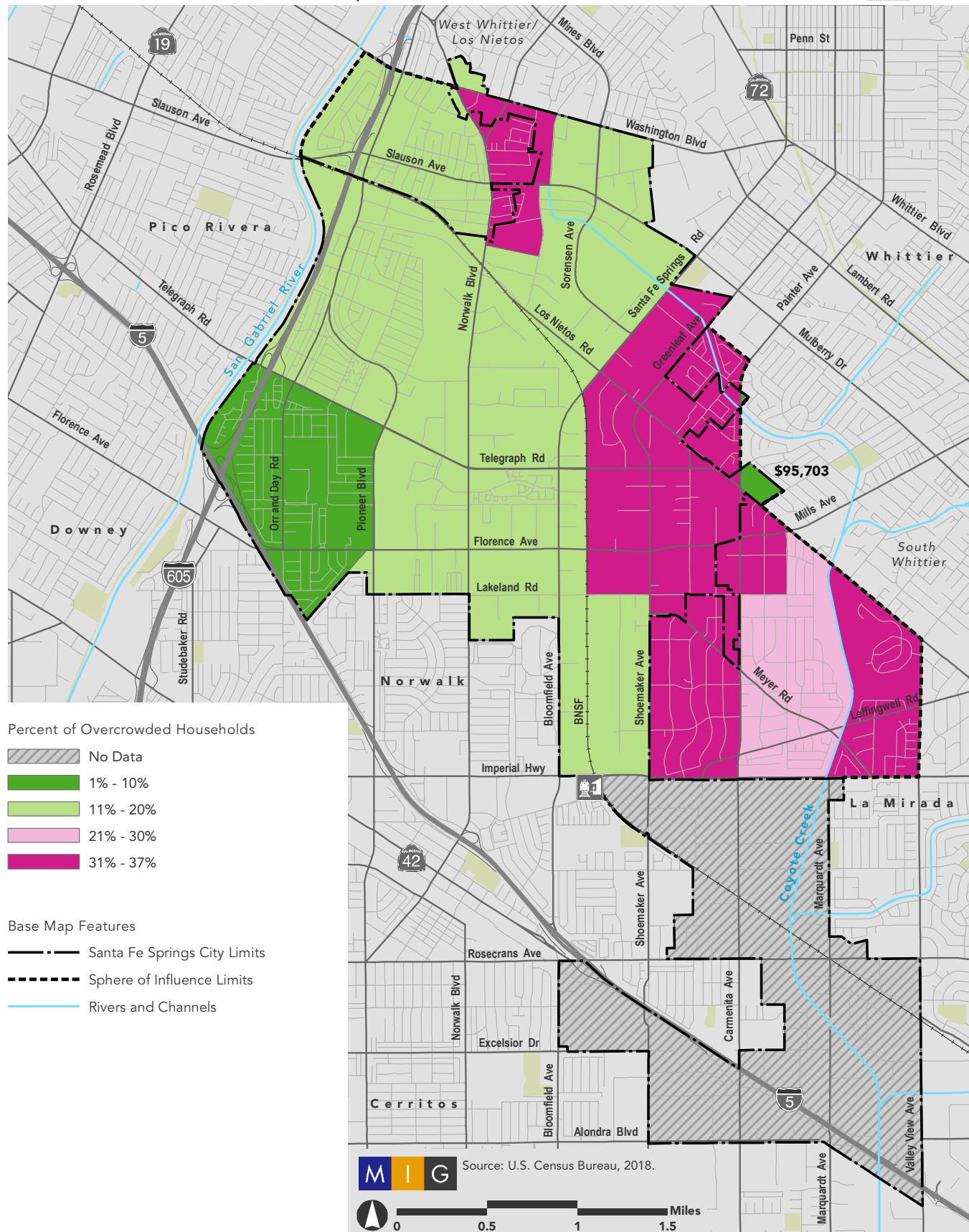
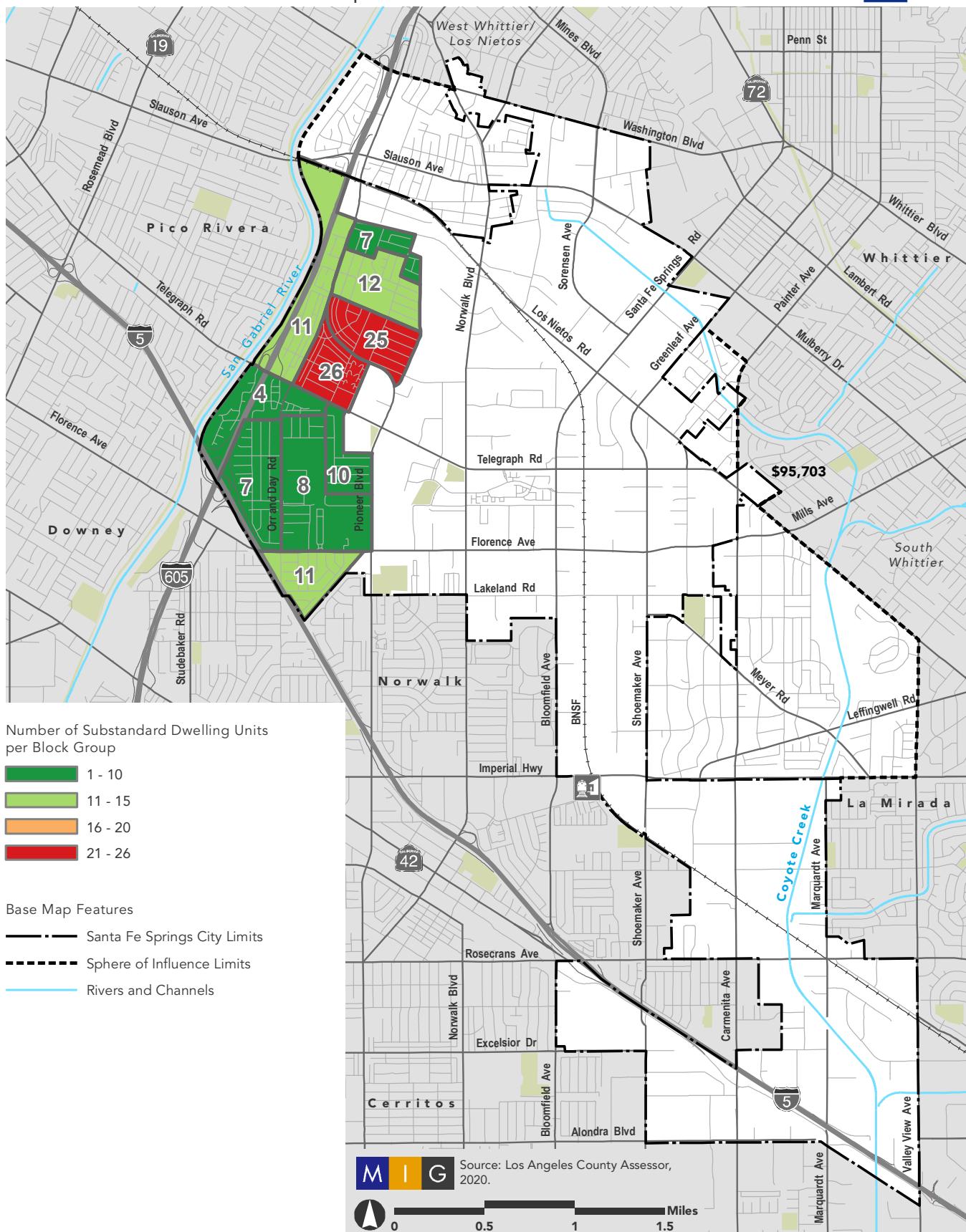


Figure H-4: Substandards Housing



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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 are 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 Terner 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 Terner 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).** PLDP 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 (VHPP).** 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.