



Table H-15: Schedule of Planning Fees

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



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

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



Table H-16: Average Estimated Permit Fees

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

Notes:

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



Housing for People with Disabilities

Zoning and Land Use

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

Definition of "Family"

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

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

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

Building Codes

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

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

Reasonable Accommodation

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

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



Local Ordinances that Directly Impact Cost and Supply of Housing

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

Efforts to Remove Barriers

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

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

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

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

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

Fair Housing Assessment

Fair Housing Enforcement and Capacity

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

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

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



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

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

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

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

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

Segregation and Opportunity Patterns and Trends

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

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

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

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



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

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

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

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

Opportunity Access

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

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

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

Displacement Risk

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

Figure H-5: Dissimilarity Index (Racial Segregation)



RE-IMAGINE SANTA FE SPRINGS | 2040 GENERAL PLAN

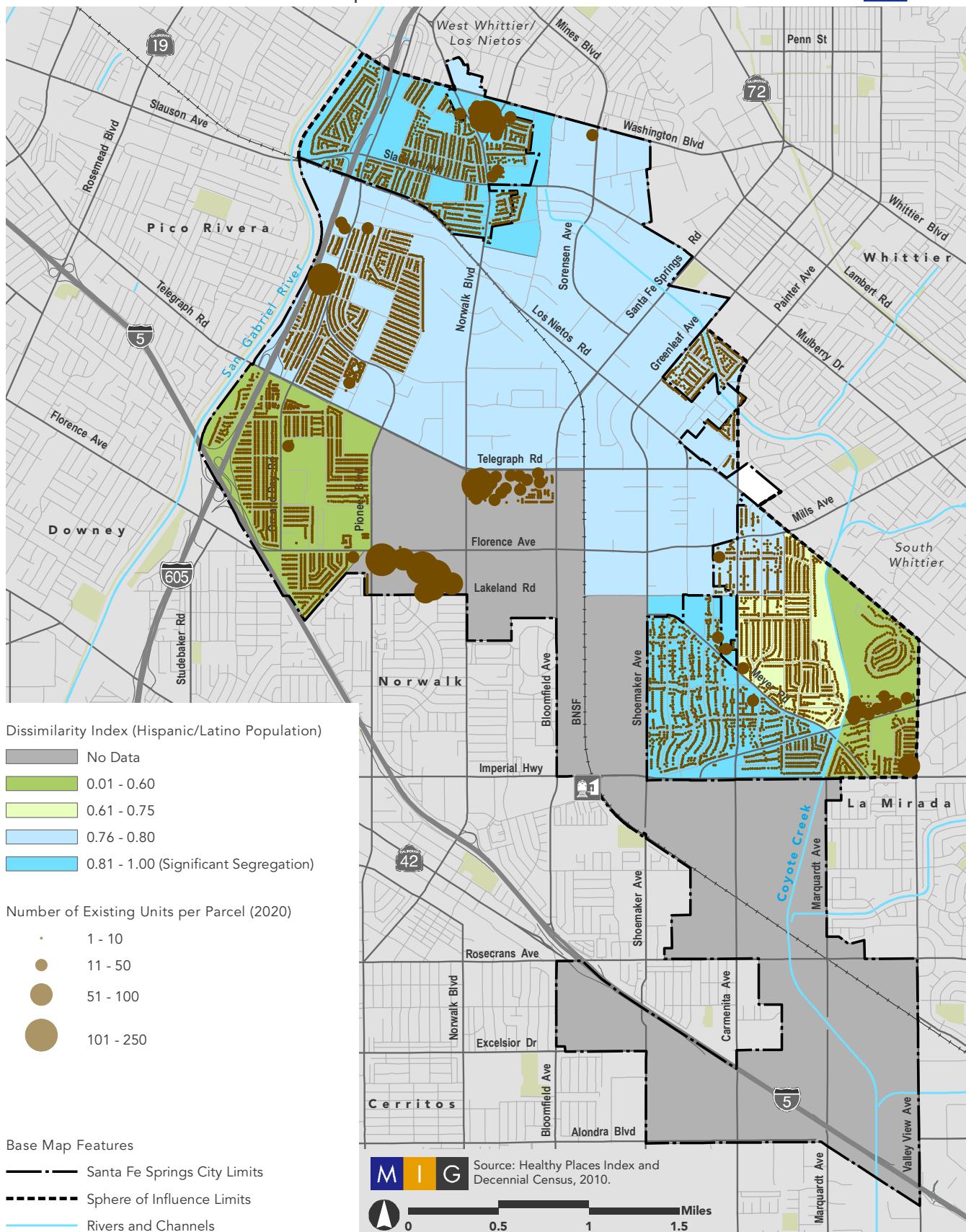


Figure H-6: TCAC Opportunity Areas



RE-IMAGINE SANTA FE SPRINGS | 2040 GENERAL PLAN

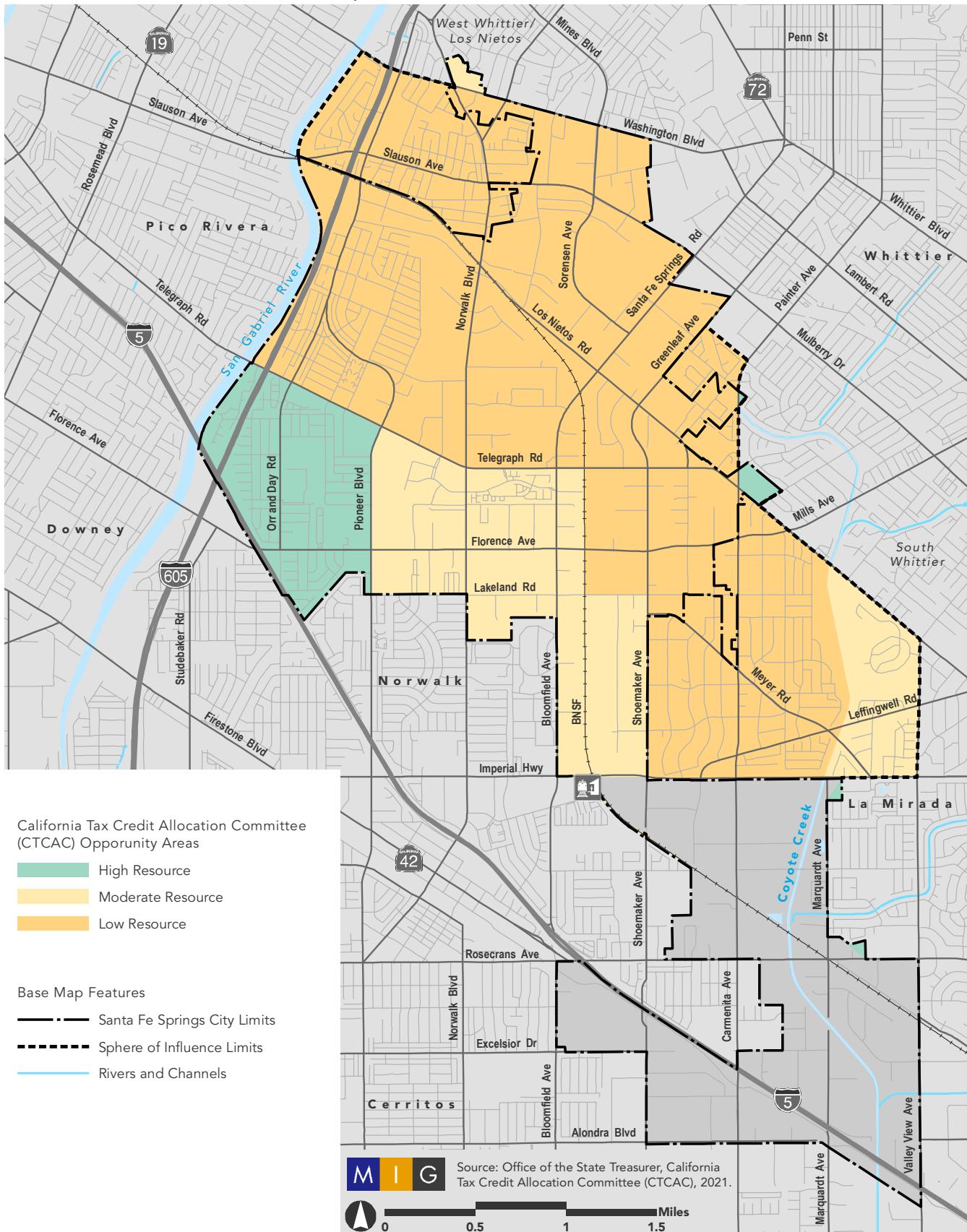
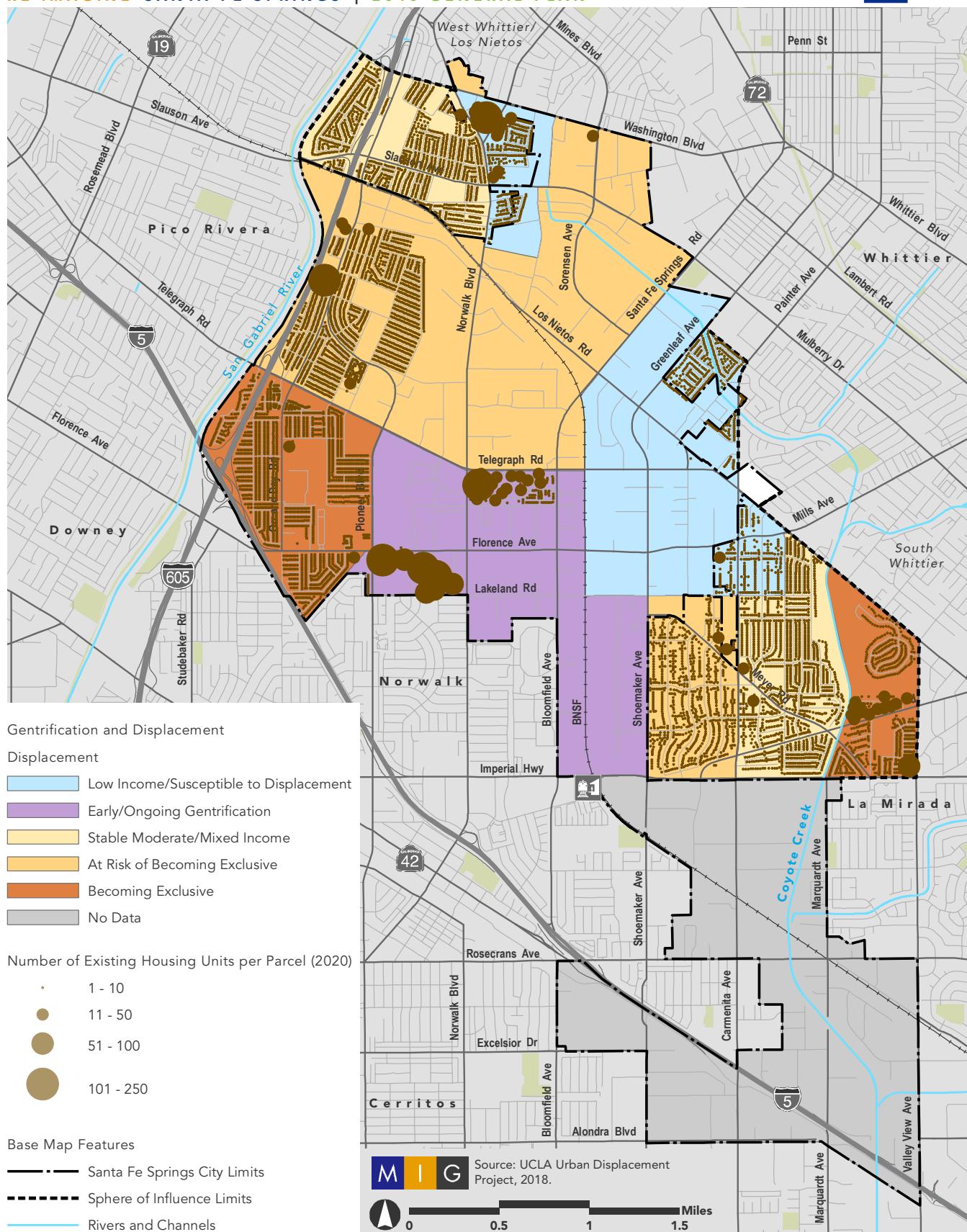


Figure H-7: Displacement and Gentrification



RE-IMAGINE SANTA FE SPRINGS | 2040 GENERAL PLAN





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

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

Fair Housing Issues

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

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

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

- **High Priority:**

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



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



HOUSING RESOURCES

Identification of Adequate Sites for Future Housing Needs

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

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

Regional Housing Targets

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

Table H-17: Target Housing Unit Distribution

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

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

Note: AMI = Area Median Income



Progress Toward the RHNA

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

Affordability of Units Credited Toward the RHNA

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

Table H-18: Credits Toward the RHNA

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

Source: City of Santa Fe Springs, 2021.



Units Under Construction

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

- **Alivia Apartments (11201 Carmentia Road).**

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



Alivia Apartments

Units Pending Approval

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

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

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



13231 Lakeland Road



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

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

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

Table H-19: Zoning and RHNA Affordability Levels

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



Residential Sites Inventory

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

Sites Inventory Considerations

Zoning Appropriate to Accommodate Housing Affordable to Lower-Income Households

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

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

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

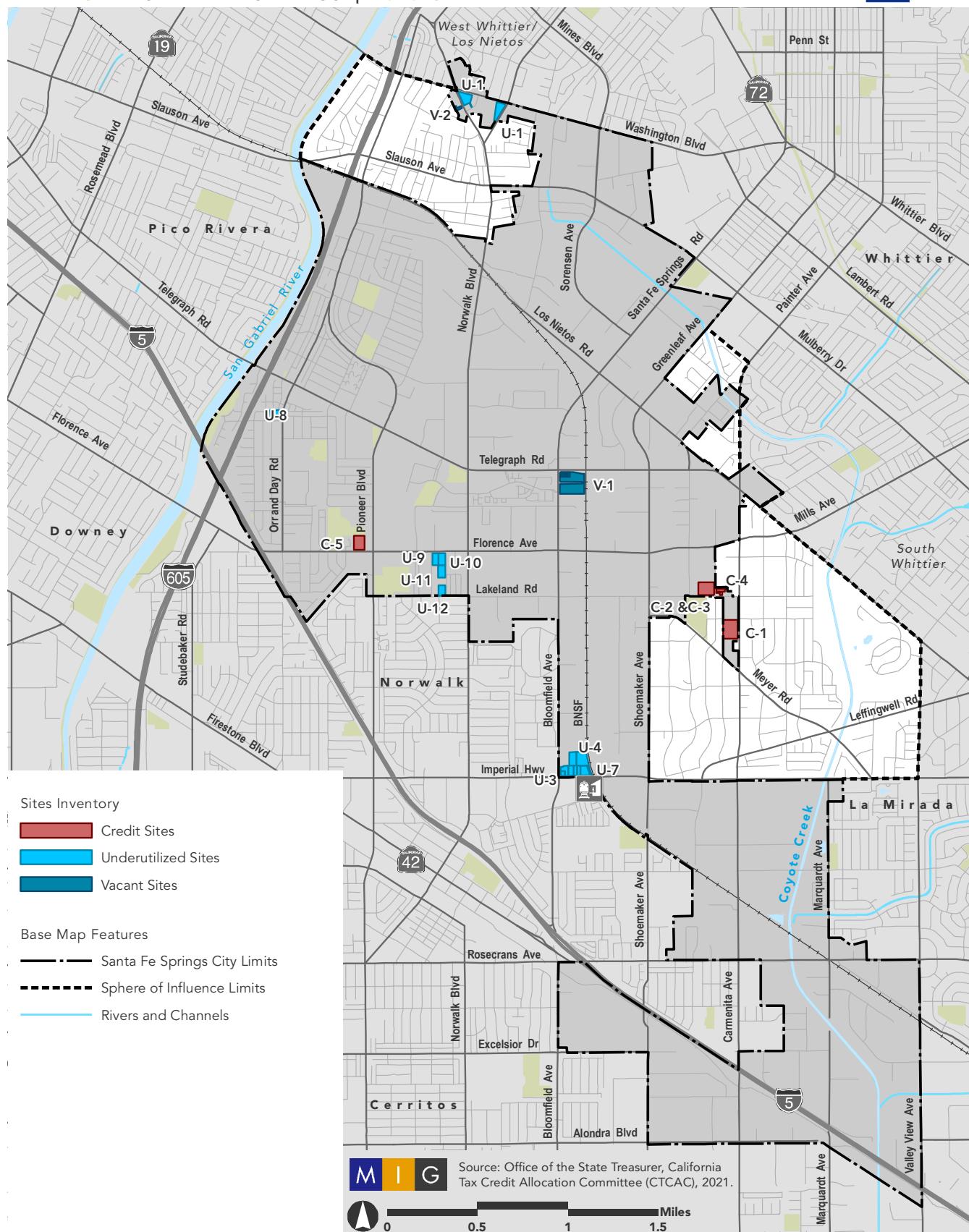
Table H-20: Zoning and RHNA Affordability Levels

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

Figure H-8: Sites Inventory



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Environmental Constraints

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

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

provide data needed to design a regional groundwater cleanup system.

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

Assembly Bill 1397

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

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

Assembly Bill 686

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



Detailed Sites Inventory

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

Accessory Dwelling Units

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

Realistic Capacity Assumption

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

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

Table H-21: R-3 Development Density Trend

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



Sites to Meet the Lower-Income RHNA

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

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

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

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

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

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



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

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

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

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

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



Site V-1: MC&C Site



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

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

housing being developed on the site prior to 2029.

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

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



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



Sites to Meet Moderate-Income RHNA

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

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

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



Adequacy of Sites Toward the RHNA

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

Table H-24: Sites Inventory Summary

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

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

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

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



Table H-25: Sites Inventory Table

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

Note: 1) Asterisk denotes common ownership.

2) CHP: California Highway Patrol office to be relocated



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Consistency with Affirmatively Furthering Fair Housing (AFFH)

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

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

Table H-26: RNHA Housing Sites and Fair Housing

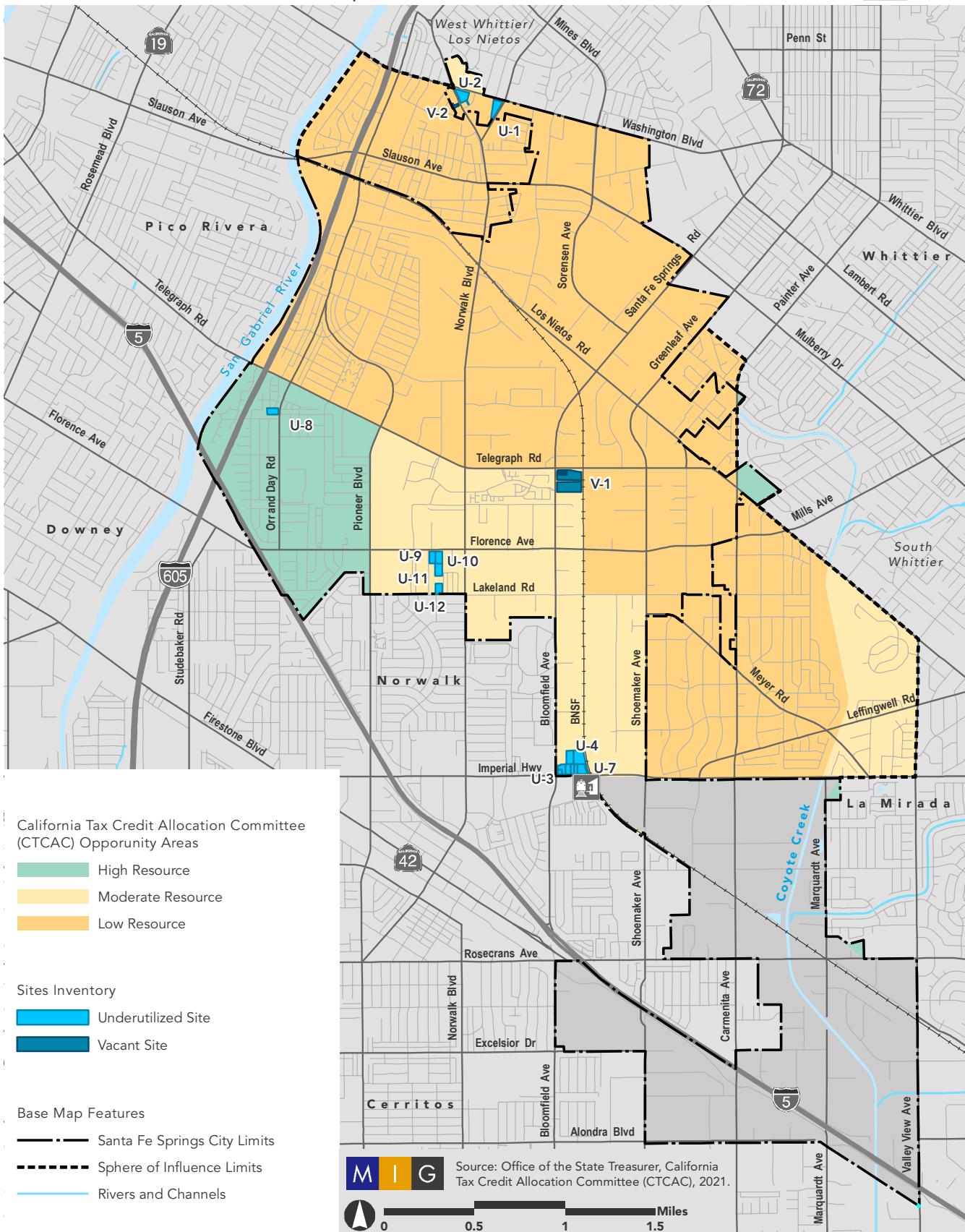
RHNA Income Categories (Units)	California Tax Credit Allocation Committee (TCAC) Resource Categories			
	Low Resource	Moderate Resource	High Resource	Total
Above Moderate	14	--	31	31
Moderate	--	589	--	589
Very Low and Low	201	179	--	380
Total	215	768	31	1,014
Percentage of Total	21.2%	75.7%	3.1%	100.0%

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

Figure H-9: TCAC Opportunity Areas and Sites Inventory



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Site Infrastructure and Services

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

Water and Sewer Infrastructure

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

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

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

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

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

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

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

Dry Utilities

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



Financial Resources

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

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

SB2/Leap Grants

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

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

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

CDBG, HOME, and Emergency Shelter Grant Funds

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

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

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

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

HUD Housing Choice Vouchers

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



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

Administrative Resources

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

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

shelter programs. LAHSA works to coordinate homeless service funds throughout the County and link such funds to development activities. Programs initially assigned to LAHSA include the ESG Program and the Cold/Wet Weather Emergency Shelter Program, funded in part with CDBG funds, as well as other homeless services programs already being provided by the County and City. The County and City also appointed LAHSA to administer the Los Angeles Area Homeless Initiative including the Continuum of Care Programs.



HOUSING PLAN

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

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

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

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

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

Goals and Policies

Housing Maintenance and Preservation

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

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

Policy H-1.1: Neighborhood Preservation.

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



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

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

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

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

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

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

Increasing Housing Opportunities

Continuing to provide a balanced inventory of housing

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

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

Policy H-2.1: Adequate Housing Sites.

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

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

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



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

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

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

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

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

Affordable Housing

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

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

Policy H-3.1 Special Housing Needs.

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

and people experiencing homelessness.

Policy H-3.2 Assistance and Incentives.

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

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

Policy H-3.4 Lower-Income Residents.

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

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

Policy H-3.6 Homebuyer Assistance Programs.

Provide information and referrals about homebuyer assistance programs available through the county, State, and private lenders to existing and potential residents.

Equal and Fair Housing

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



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

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

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

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

Removal of Housing Constraints

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

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

Policy H-5.1 Residential Development Standards.

Review and adjust residential development standards, regulations, ordinances, departmental processing procedures, and residential fees related to rehabilitation and construction that are determined to constrain housing development.

Policy H-5.2 Policy Assessments.

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

Policy H-5.3 Housing Legislation.

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

Policy H-5.4 Development Approval Process Education.

Educate applicants on how to navigate the development approval process; facilitate building permit and development plan processing for residential construction.

Policy H-5.5 Site Remediation.

Encourage environmental remediation of contaminated sites to conditions acceptable for residential use where residential use is appropriate.



Implementing Programs

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

Program 1: Home Improvement Rebate Program

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

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

Program 2: Property Maintenance Program

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

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

Program 3: Sale of HARP Properties

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

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

Program 4: Homebuyer Assistance Programs

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

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



- **Southern California Home Financing Authority (SCHFA).**

Southern California Home Financing Authority (SCHFA) is a joint powers authority between Los Angeles and Orange Counties to create first-time homebuyer programs for low- to moderate-income households. The single-family mortgage revenue bond program offered by SCHFA provides 30 year, below-market fixed rate mortgage loans and a grant for down payment and closing costs assistance. The program is administered by the Los Angeles County Community Development Commission (CDC) and the Public Finance Division of the County of Orange. SCHFA does not lend money directly to homebuyers. Homebuyers must work directly with a participating lender.

- **Mortgage Credit Certificate (MCC).**

The MCC program provides an annual federal income tax credit of up to 15 percent of the mortgage interest paid for first-time homebuyers. The program helps first-time homebuyers qualify for a loan by allowing the lender to reduce the housing expense ratio by the amount of the tax savings.

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

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

Program 5: Affordable Housing Assistance

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

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

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

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



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

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

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

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

Program 7: Accessory Dwelling Units (ADUs)

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

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

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

- Promote development of ADUs by providing written information at the City's planning counter and on the City's website.
- Monitor ADU permit applications and approvals through the Housing Element Annual Progress Report process; identify and implement additional incentives or other strategies, as appropriate, to ensure adequate sites during the planning period.
- Consider establishing an ADU "amnesty" program, to allow existing unpermitted units to come up to code standards without penalty, helping to preserve accessory units.
 - » *Funding Source: Planning and Development Department budget*
 - » *Responsible Party: Planning and Development Department*
 - » *Quantified Objective: 125 units (this objective is a subset of and not in addition to the Quantified Objective for Program 6: Residential Sites Inventory and Monitoring of No Net Loss)*
 - » *Timeframe: Within two years of Housing Element adoption; annual monitoring*

Program 8: Healthy and Sustainable Living Environment

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

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



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

Program 9: Section 8 Rental Assistance Program

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

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

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

Program 10: Preservation of Assisted Rental Housing

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

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



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

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

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

Program 11: Zoning Code Revisions

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

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



Program 12: Density Bonus

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

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

Program 13: CEQA Exemptions for Infill Projects

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

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

Program 14: Objective Design Standards

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

- » *Funding Source: Planning and Development*

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

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

Program 15: Inclusionary Housing Ordinance

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

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

Program 16: Affirmatively Further Fair Housing

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

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



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

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

Program 17: Social Service Programs for Special Needs Groups

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

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

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



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

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

Program 18: Housing Opportunities for Persons Living with Disabilities

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

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

Program 19: Residential Rental Inspection

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

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

Program 20: State-owned Surplus Properties

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



Quantified Objectives

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

Table H-27: 2021-2029 Quantified Objectives

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

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

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



2014-2021 HOUSING ELEMENT PROGRAM ACCOMPLISHMENTS

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

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

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

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

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

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

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

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



Table H-29: Review of Past Accomplishments

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



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



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



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



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



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



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



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



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



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



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



APPENDIX A: HOUSING ELEMENT COMMUNITY CONTACTS

The Whole Child

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

Habitat for Humanity Los Angeles

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

Reach

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

Think Together

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

LA Centers for Alcohol and Drug Abuse (LACADA)

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

The Richman Group

7817 Herschel Avenue, Suite 102
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Storm Properties

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Torrance, CA 90501
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Jamboree Housing

17701 Cowan Ave, Suite 200
Irvine, CA 92614
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LA YIMBY

andrew@layimby.com

Abundant Housing LA

<https://abundanthousingla.org>

Promenade Villas Homeowners Association

11500 Promenade Drive
Santa Fe Springs, CA 90670

Villages at Heritage Springs Homeowners Association

12300 Heritage Springs Drive
Santa Fe Springs, CA 90670

Little Lake Village Senior Apartments

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

Costa Azul Apartments (Senior Apartments)

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

Complete Streets

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

PUBLIC REVIEW DRAFT

CHAPTER 3

CIRCULATION ELEMENT

Introduction	C-1
Foundation for Mobility Planning	C-2
Walkable Streets for Pedestrians	C-5
Pedestrian Plan	C-10
Bicycle Network Plan	C-14
Encouraging Transit Use	C-18
Roadway Plan	C-23
Transportation Management	C-27
Goods Movement	C-29
Greenhouse Gas Reduction	C-32
Transportation Technology	C-33
Foundation for Infrastructure	C-34
DUCs	C-40
Transportation Goals and Policies	C-42
Infrastructure Goals and Policies	C-50



**Re-Imagine
Santa Fe Springs**

2040 GENERAL PLAN



Telegraph Road

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



CIRCULATION ELEMENT

Introduction

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



Elementary school students participating in a walk to school program.



Foundation for Mobility Planning

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

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



Vehicles traversing on Pioneer Boulevard just south of Telegraph Road.



Regional Context

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

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

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

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



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



Complete Streets

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

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

Figure C-1: What are Complete Streets?





Equitable Transportation

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

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

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

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

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

Table C-1: Vehicles Available (2018)

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

Overarching Objectives

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

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



Active Transportation

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

What are the benefits of active transportation?

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

Active Transportation Plan

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

Biking



Rolling

Walking



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



Walkable Streets for Pedestrians

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

Principles of Walkable Streets

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

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

Safer Streets

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

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

Key principles in keeping streets safer include:

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



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



- **Traffic Calming.** When cars and trucks exceed posted speed limits or drive while distracted, they increase the number of collisions and the severity of injuries for motorists and especially pedestrians. The rates of injury and death are even higher for children and older adults. Ways to calm traffic include intermittent lane width reducers ("chicanes"), changes in road textures, raised medians, and angled parking.
- **Increased Enforcement.** No one likes getting a traffic ticket. Increased enforcement, with signage warning motorists of a no-nonsense approach to traffic law enforcement, can increase driver vigilance.

Convenient Streets

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

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



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



Comfortable Streets

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

- **Short Blocks and Pedestrian Short Cuts.**

Smaller street blocks create shorter walking distances for pedestrians. Although the street system in Santa Fe Springs is well established, pedestrian short cuts within mixed-use and commercial centers and linkages within blocks and between buildings create environments that are easy to navigate and conducive to walking.

- **Urban Cooling.** Urban cooling includes shade tree canopies, landscaping, shade elements and shelters (e.g., shade sail), hydration stations, and cool pavements to keep pedestrians cool under warm walking conditions and to minimize impacts from the hot weather and heat-reflective surfaces.

- **Comfort.** Convenient seating and benches create respites for comfort, especially for people walking long distances and seniors and adults with young children.

- **Wayfinding and Signage.** Wayfinding signage can be used to educate and inform visitors of their new surroundings to help familiarize themselves with the features and functions of the space in which they find themselves. Mobile devices and electronic displays can allow users to interactively experience Santa Fe Springs' historical and cultural landmarks.

- **Active Ground Floor.** The ground floor is where vibrancy and public life exist and is most visually apparent. People coming and going from service

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

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



Shade elements create cooler environments for pedestrians



Street trees provide shade and comfort on warmer days.



Sidewalks and Crosswalks

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

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

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



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

Universal Access and Design

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

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

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



Pedestrian Plan

Pedestrian Priority Streets

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

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



Safe routes to schools and parks



Comfortable walking conditions around transit stations/stops.

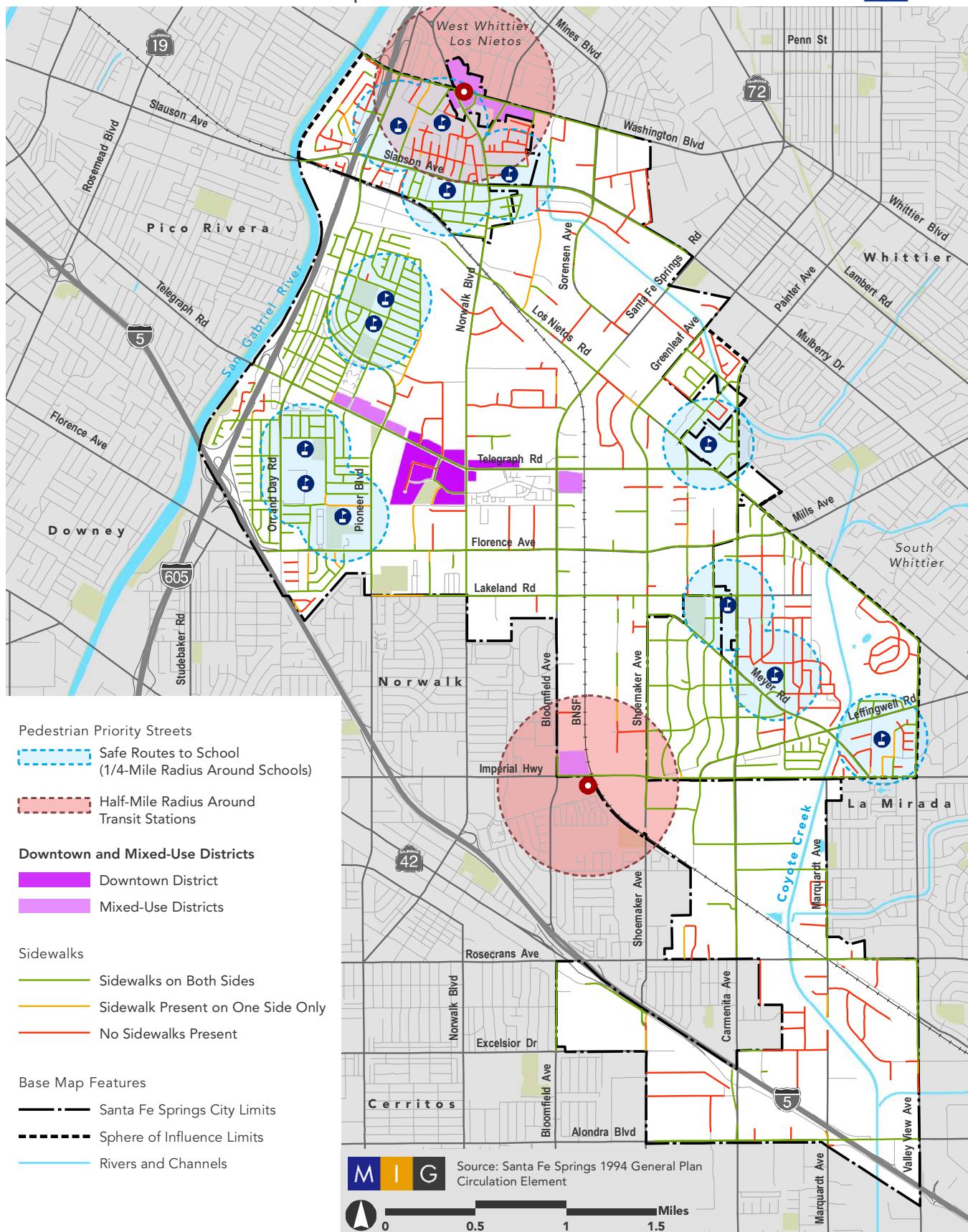


Pedestrian-friendly environments are ideal within a downtown and mixed-use setting.

Figure C-2: Pedestrian Priority Streets



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Pedestrian Improvements

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

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



Wide sidewalks



Midblock crossing with beacons and signals



Enhanced curb treatments and crossing enhancements

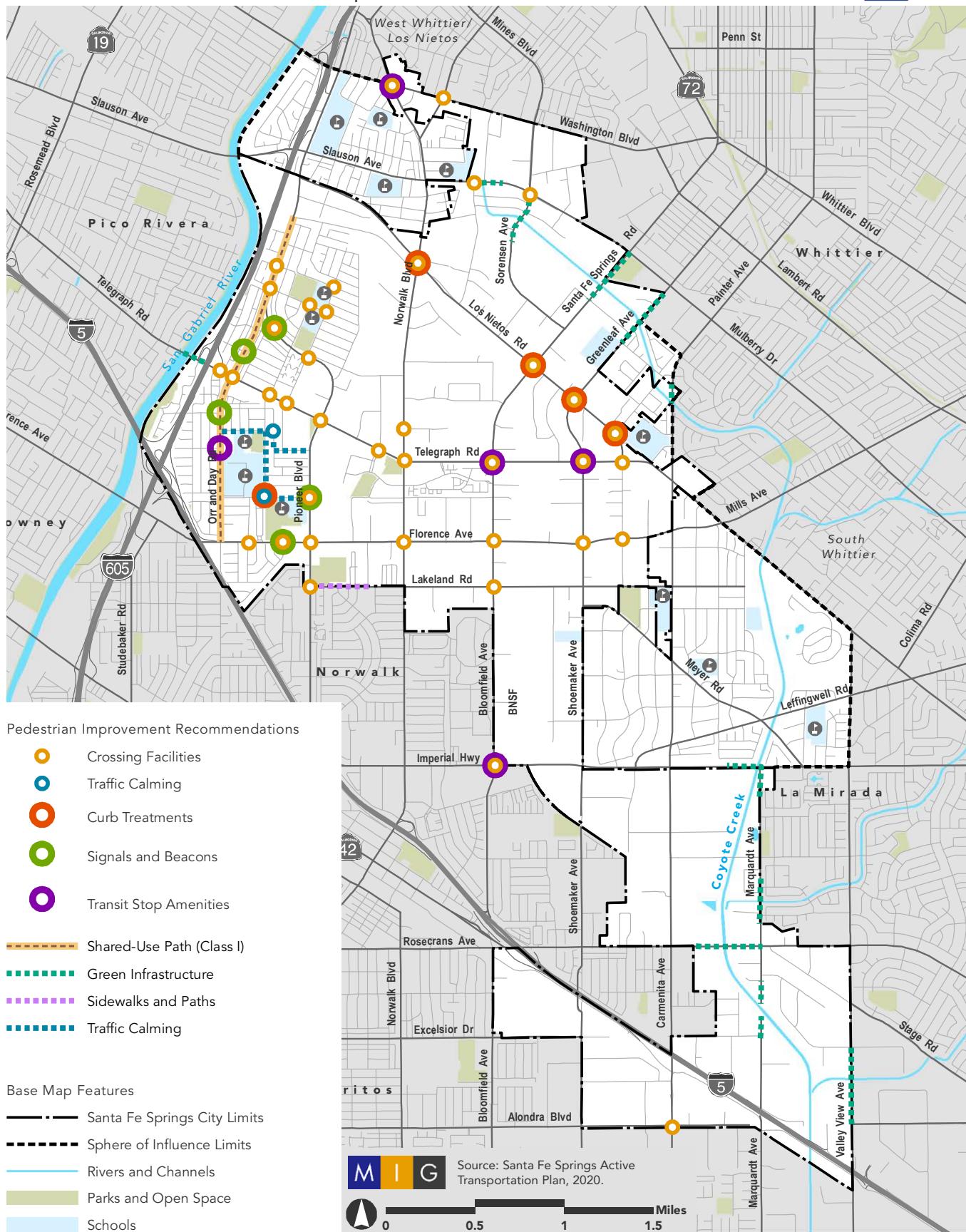


Green infrastructure, including bioswales and landscaping

Figure C-3: Recommended Pedestrian Improvements



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Bicycle Network Plan

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

Bicycle Facility Types

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

Off-Street Bike Facilities

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

On-Street Bike Facilities

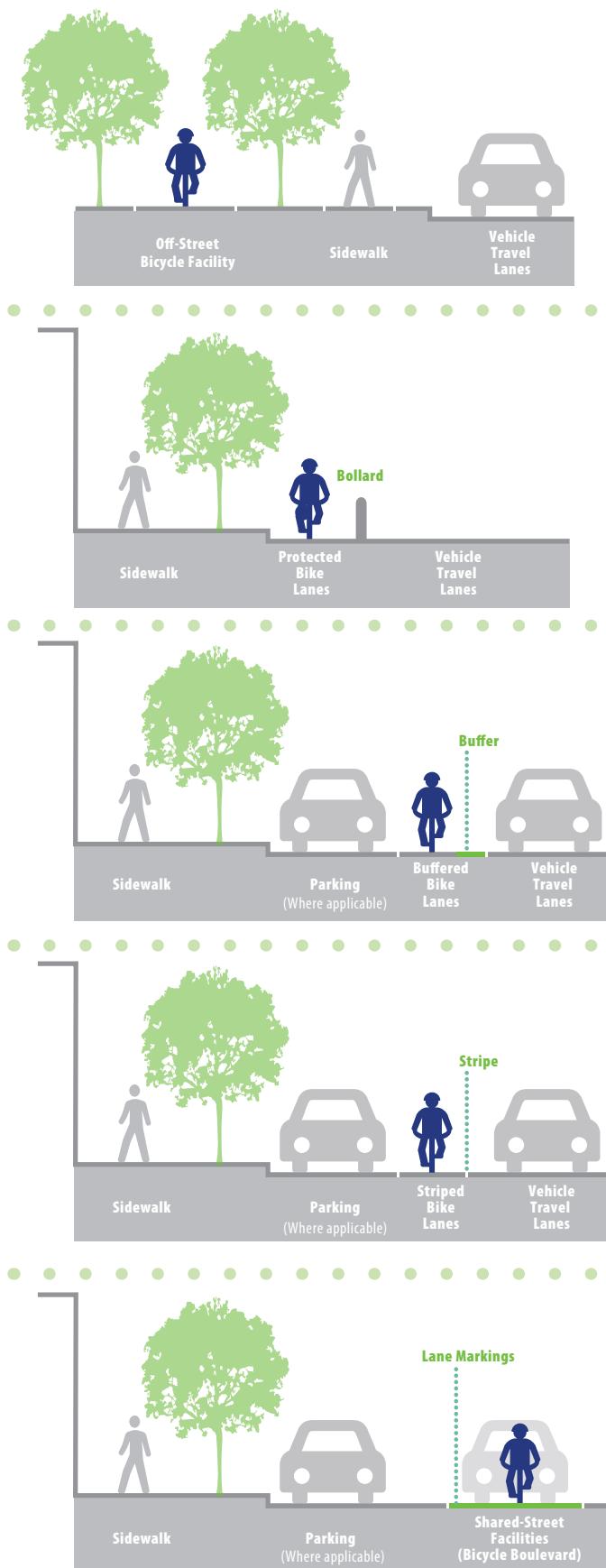
On-street facilities include bike routes, striped bike lanes, and buffered bike lanes (Class II, Class IIB, Class III, Class IIIB), as shown in Figure C-4. These facilities are recommended where the desired bicycling route follows an existing street and where traffic speeds and volumes are low enough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



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



Figure C-4: Bicycle Facility Types



Off-Street Bike Facilities

Class I: Shared Use Path

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

On-Street Bike Facilities

Class II: Bicycle Lane

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

Class IIB: Buffered Bicycle Lane

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

Class III: Bicycle Route

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

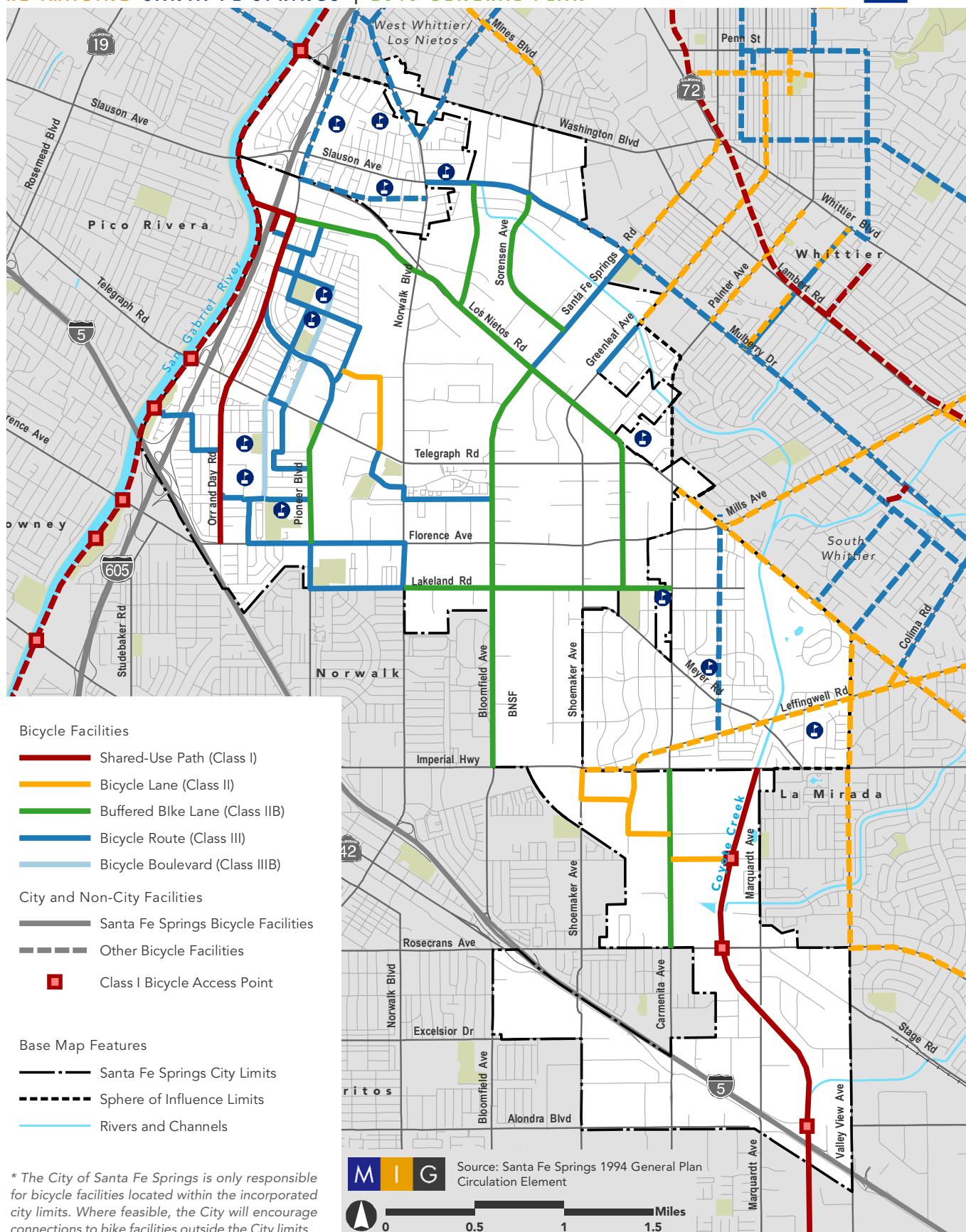
Class IIIB: Bicycle Boulevard

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

Figure C-5: Bicycle Facilities



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Bicycle Amenities

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

- **Bicycle Parking and Storage.** Ample bicycle parking encourages people to bicycle more often, increases business visibility by installing parking spaces in front of stores, and provides well-designed shared spaces to both bicyclists and pedestrians. Understanding bike parking design and function can help communities prioritize needs, functionality, and optimal design considerations. Standard bicycle racks like hoop, wave, and grid style are simple in design and cost effective and keep cyclists from locking their bikes to trees or streetlights.
- **Bicycle Shelters.** Bicycle shelters provide bike storage in areas that would not normally accommodate bicycle parking. Shelters come in a variety of styles and sizes, including modular systems that provide covered and secure bicycle storage while being extremely space efficient and cost effective.
- **Bike Rooms.** Bike rooms provide high-security,

long-term parking when there are no outdoor shelters or lockers. Dedicated indoor bicycle storage rooms are praised by bicyclists for residential and commercial use.

- **End-of-Trip Facilities.** Cyclists and non-cyclists agree on the need to provide good parking for bicyclists – especially secure, sheltered parking to help prevent theft, protect bicycles from inclement weather, and keep them out of the way of pedestrians. People appreciate amenities that encourage them to bike more often, such as offering tools like public repair stands where people need them – near streets, shops, trails, and bicycle storage areas. Other end-of-trip facilities may include bike wash stations, showers, and locker rooms to store changes of clothes.



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



Encouraging Transit Use

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

Bus Transit

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

Bus Shelters

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



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



Commuter Heavy Rail: Metrolink

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

Commuter Light Rail: Metro L Line

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

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

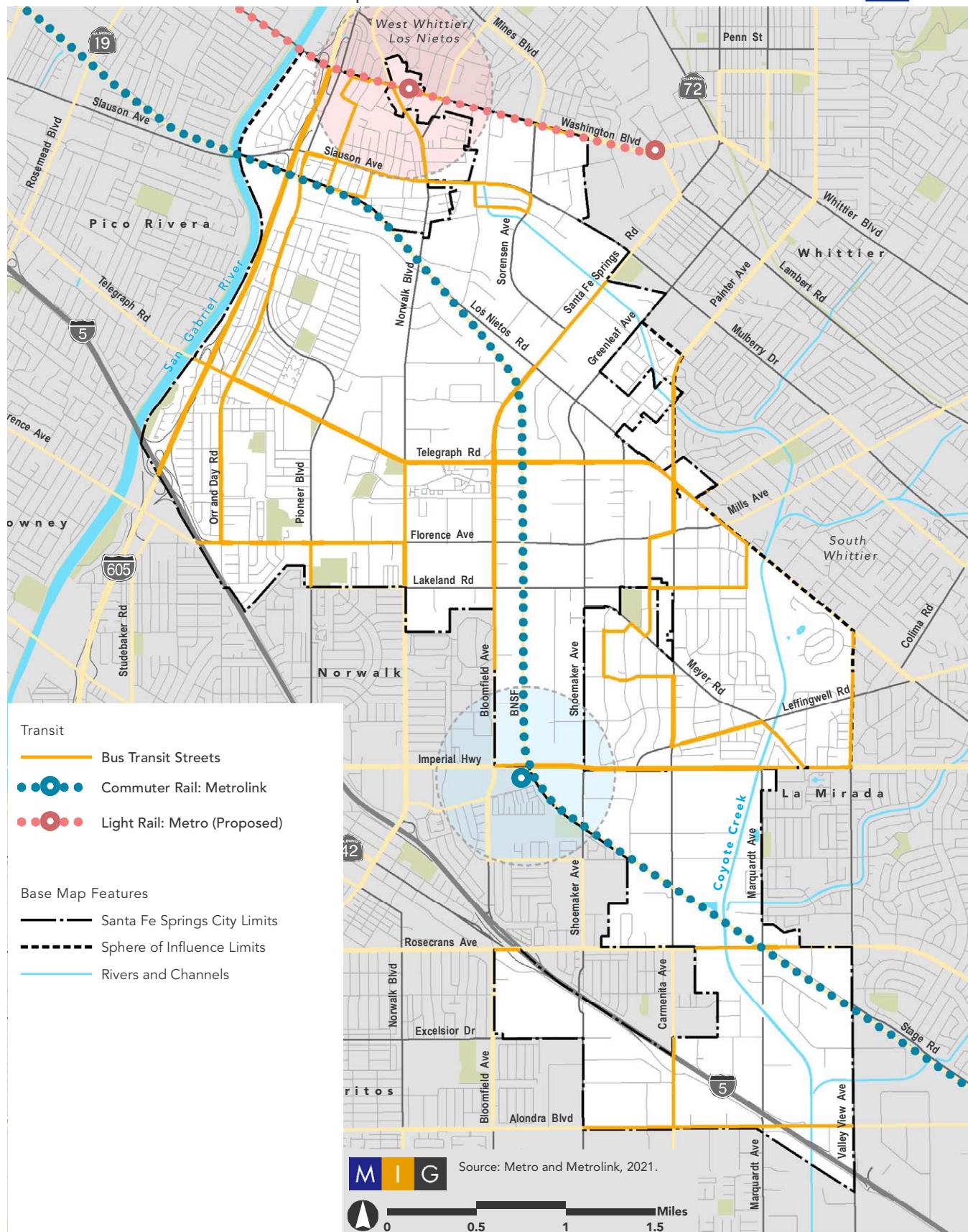


Metro's L Line (formerly the Gold Line) is planned to extend to Santa Fe Springs, with a station at Washington and Norwalk Boulevards.

Figure C-6: Transit



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C Line Expansion

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

First/Last Mile Strategy

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

Table C-2: First/Last Mile Tools

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



High-Speed Rail

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

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

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

Shuttles and Paratransit

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



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



Roadway Plan

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

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

Local and Regional Access

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

Roadway Classification

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

Freeways

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

Major Arterials

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

Secondary Arterials

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

Local Streets

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



Figure C-7: Typical Street Cross Sections

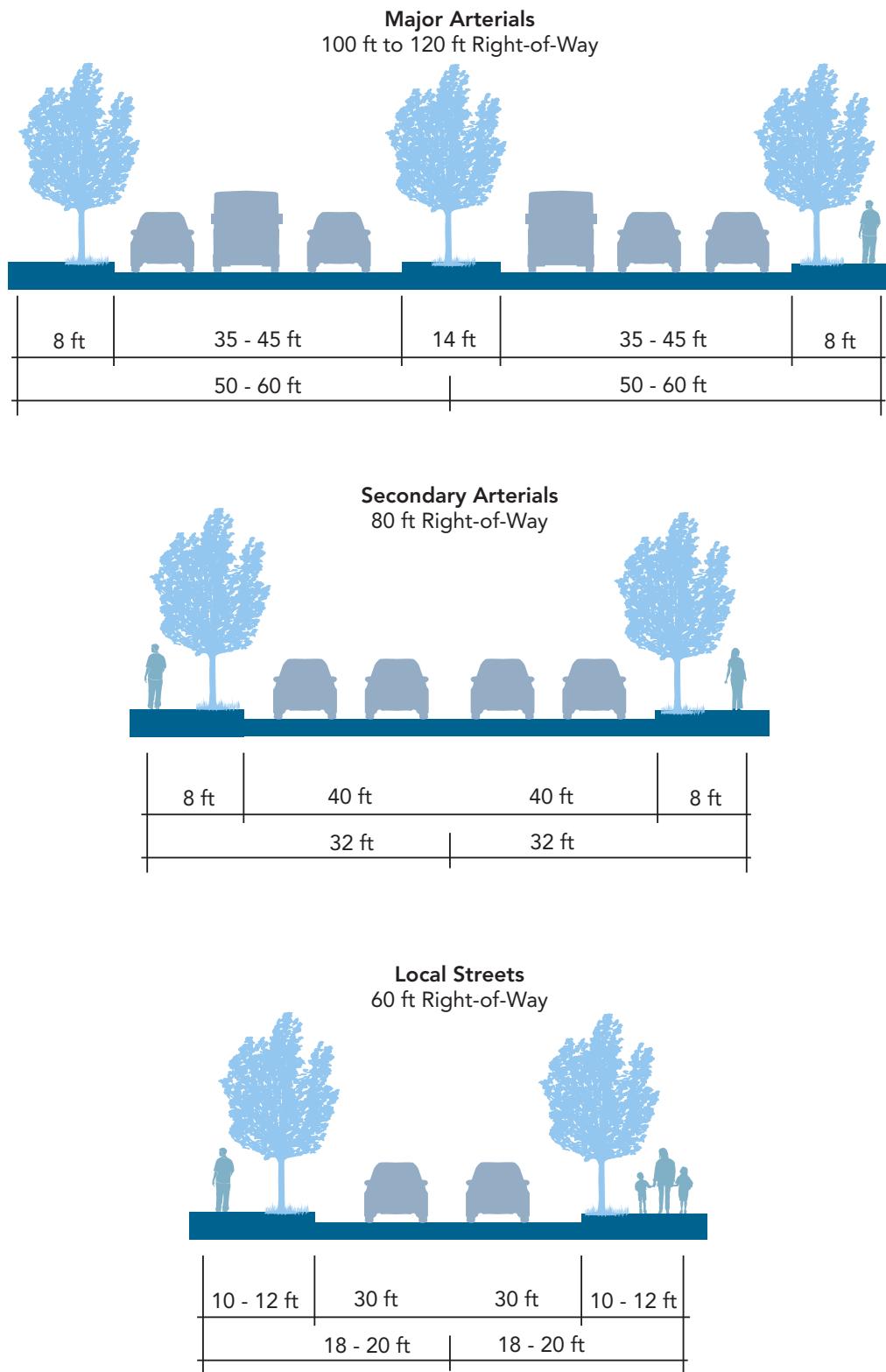
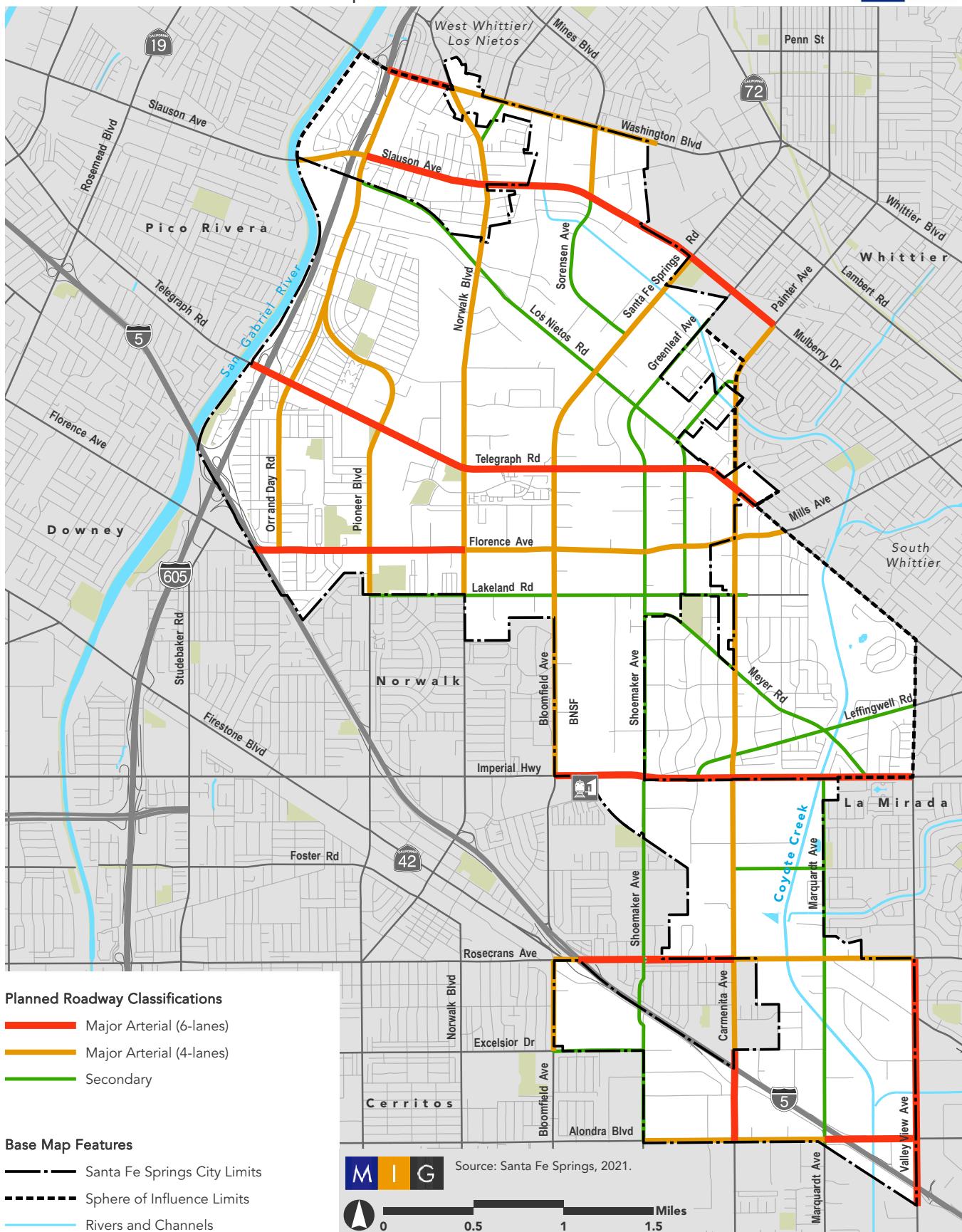


Figure C-8: Circulation Plan



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Transportation Management

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

Vehicle Miles Traveled

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

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

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

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

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

Level of Service (LOS)

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

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

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

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



Street Intersection Improvements

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

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

Traffic Calming and Reducing Cut-Through Traffic

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

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

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

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

Parking

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

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

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

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



Goods Movement

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

Truck

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

Rail Freight

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

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

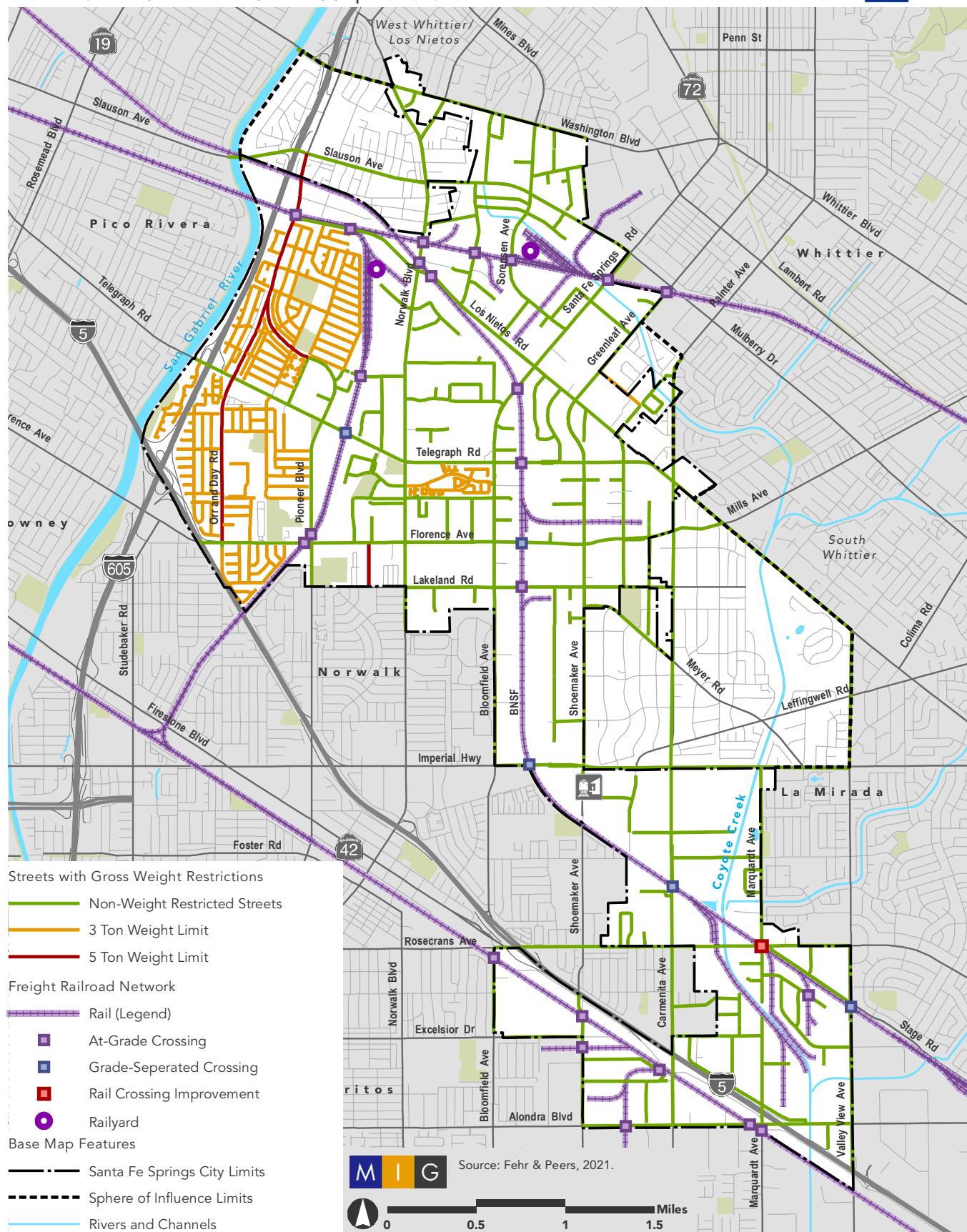


The Union Pacific Distribution Services Valla railport is a dedicated facility for plastics and some dry bulk commodities. The railyard has capacity for 250 rail car spots and is located at 8636 Sorenson Avenue.

Figure C-9: Freight System



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Rosecrans/Marquardt Grade Separation Project

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

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

Delivery Vehicles

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



Illustration depicting Rosecrans/Marquardt Grade Separation



Greenhouse Gas Reduction

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



Electric vehicle charging stations



Transportation Technology

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

Intelligent Transportation Systems

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

Scooter Service and Bike Sharing Systems

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

Ride-Hailing Services

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

Autonomous Vehicles

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



Self-driving vehicles



Foundation for Infrastructure

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

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

Water Services

Water Districts

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

- **City of Santa Fe Springs Water Utility Authority.** The City's own Water Utility Authority provides service to most of the City, covering approximately 90 percent of land area within the corporate limits. Customers are approximately 85 percent commercial and industrial and 15 percent residential. Historically, the water supply sources have included local groundwater pumped from City wells, treated groundwater through the Water Quality Protection Program, treated imported water purchased from Metropolitan Water District through Central Basin Municipal Water District (CBMWD), and recycled water supplies provided by CBMWD.
- **Golden State Water Company.** Golden State Water Company is a public utility water company that primarily serves residential customers in unincorporated portions east of the City.
- **Orchard Dale Water District.** The Orchard Dale Water District also serves residential customers in unincorporated neighborhoods east of the City. Most water is drawn from aquifers in the San Gabriel Main Basin and Coastal Plain of the Los Angeles Central Basin.

- **San Gabriel Valley Water Company.** The San Gabriel Valley Water Company is an investor-owned water utility that provides water service to the northern section of the City and adjacent unincorporated areas.
- **Suburban Water Systems.** Suburban Water Systems is a public utility water company that provides water service primarily to residential customers in unincorporated areas east of the City. Most water is drawn from groundwater through the City of Whittier from active deep wells located in the Whittier Narrows area.
- **Liberty Utilities.** Liberty owns and operates regulated water, wastewater, natural gas and electric utilities. The company provides water services to a small portion of residents southwest of the City.

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

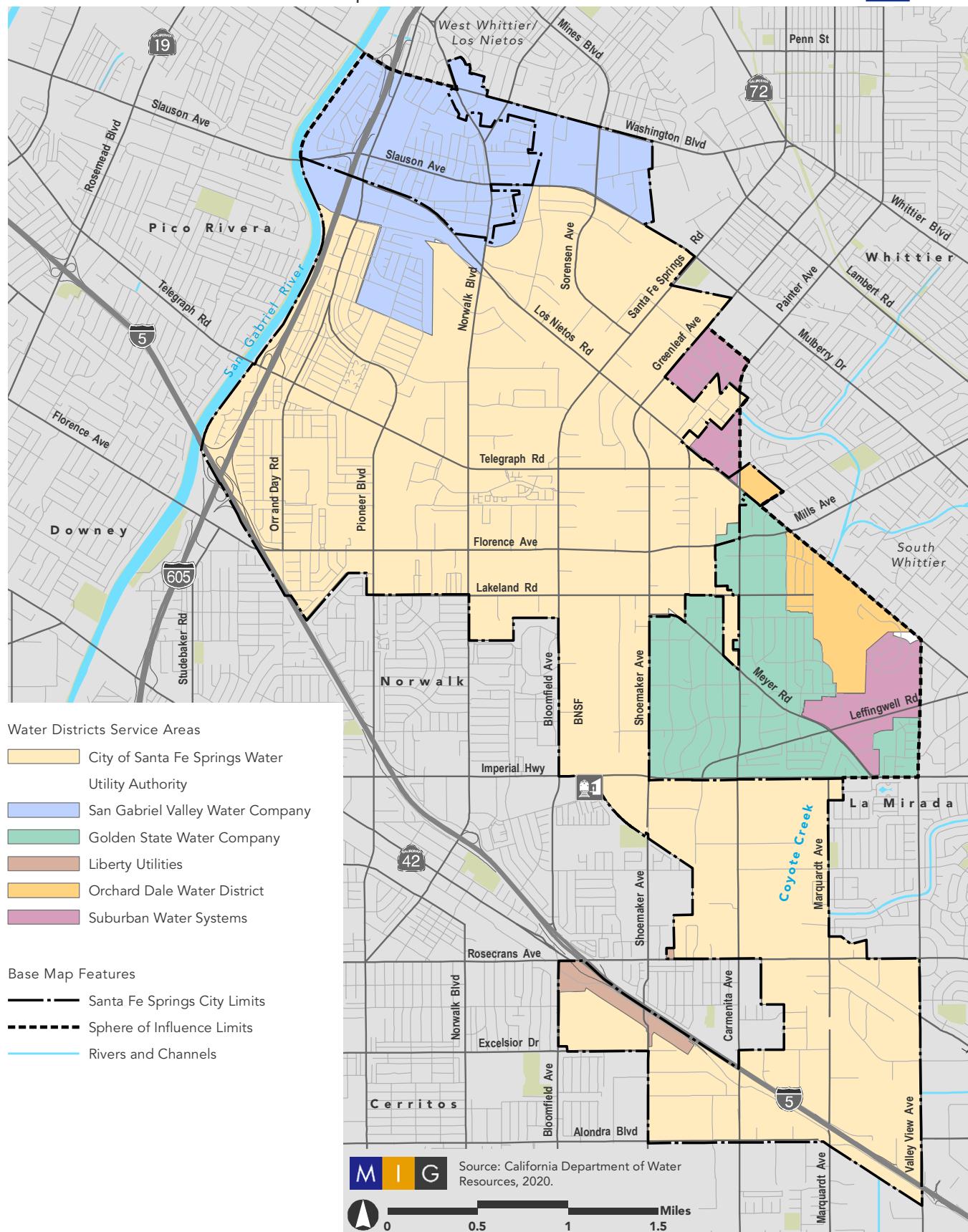
Recycled water is used within the City's Water Utility Authority service area for landscape irrigation at parks, schools, athletic fields, roadway medians, and business complexes, as well as for industrial purposes such as cooling tower use.

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

Figure C-9: Water Districts



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

Groundwater

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

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

Wastewater

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

Stormwater

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

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

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

National Pollutant Discharge Elimination System (NPDES) Compliance

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

Figure C-10: Wastewater Facilities



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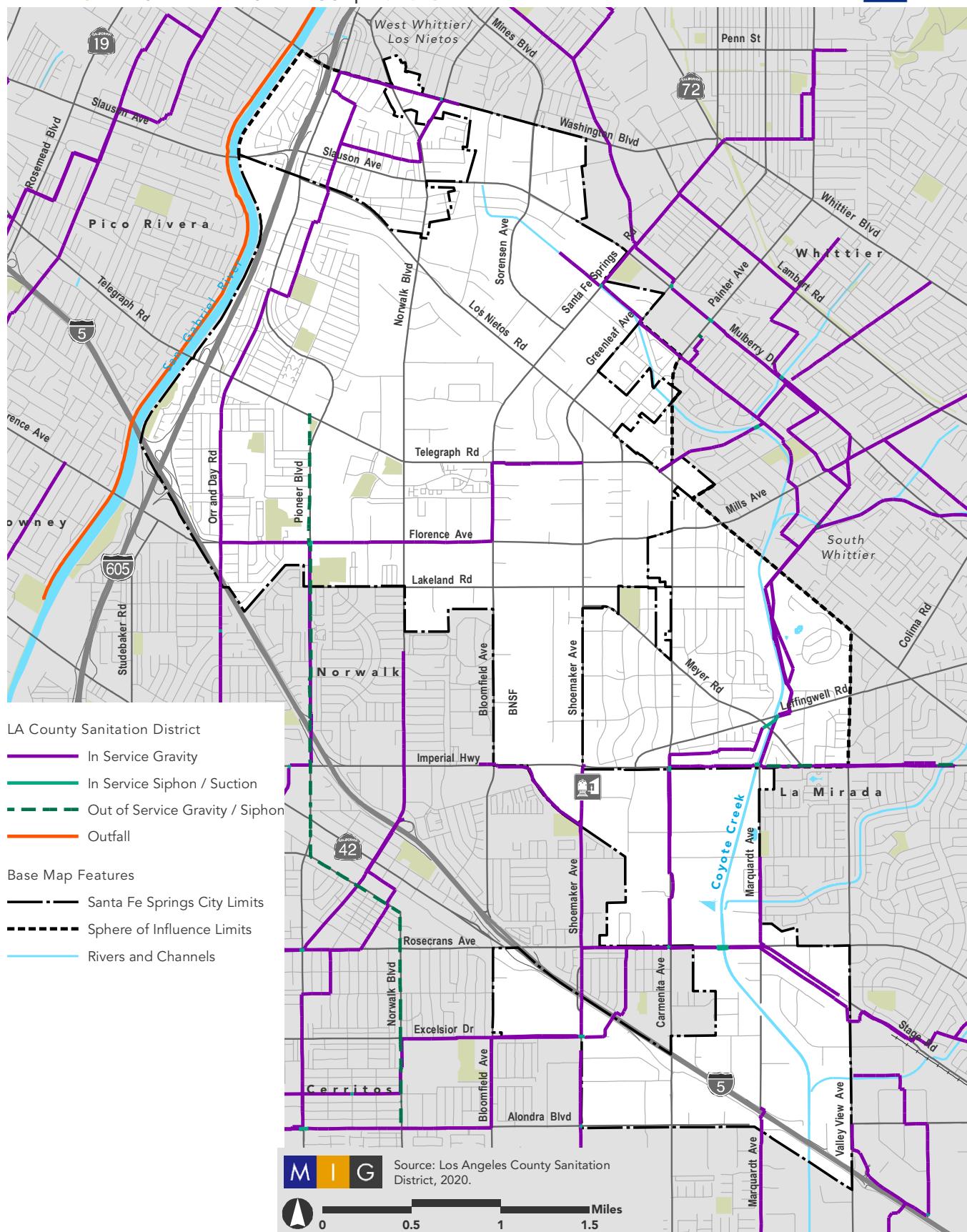
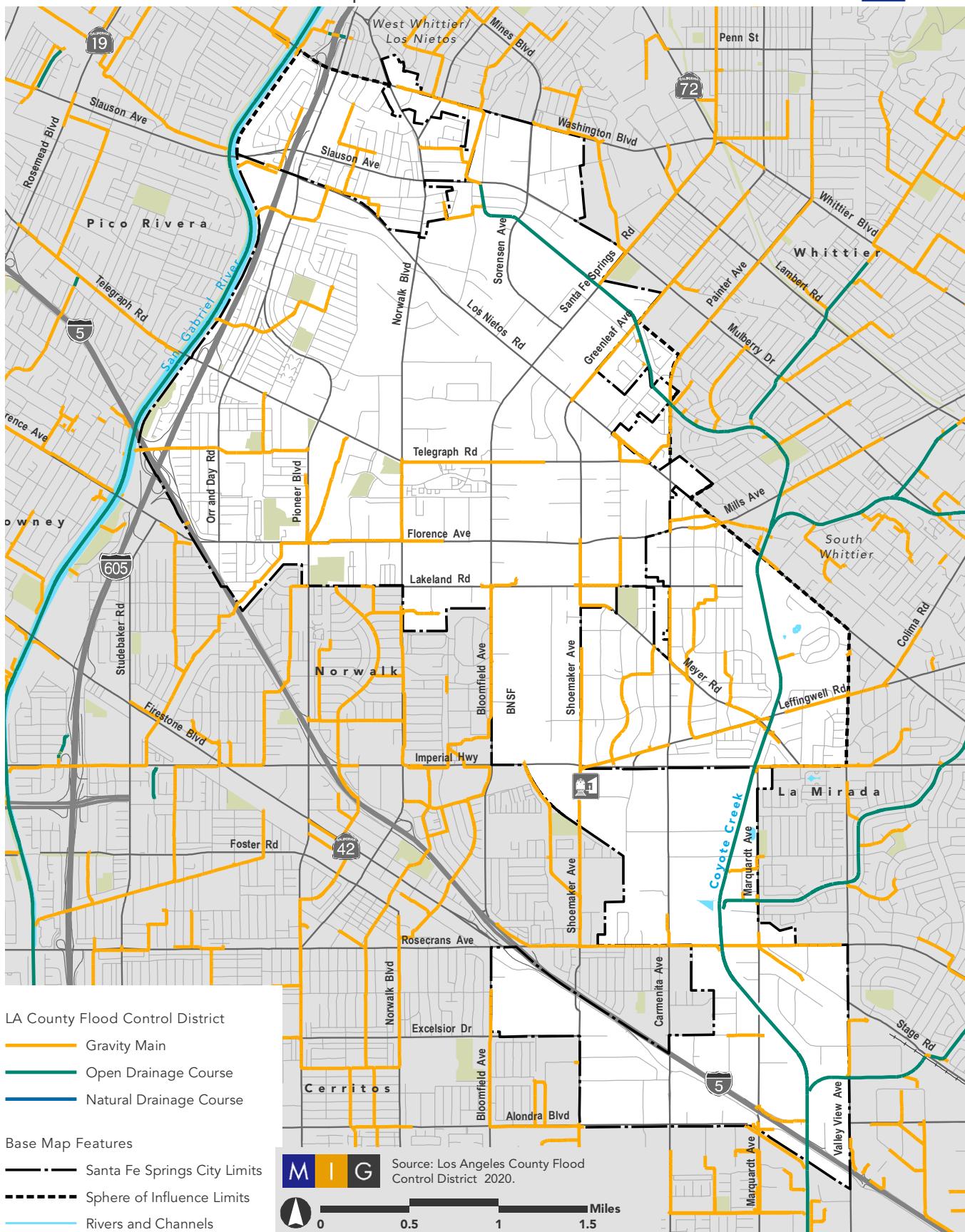


Figure C-11: Stormwater Facilities



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

Energy Utilities

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

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

Solid Waste and Recycling

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

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

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



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



Disadvantaged Unincorporated Communities

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

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

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

Water and Wastewater

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

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

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

Flood Control

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

Fire Services

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

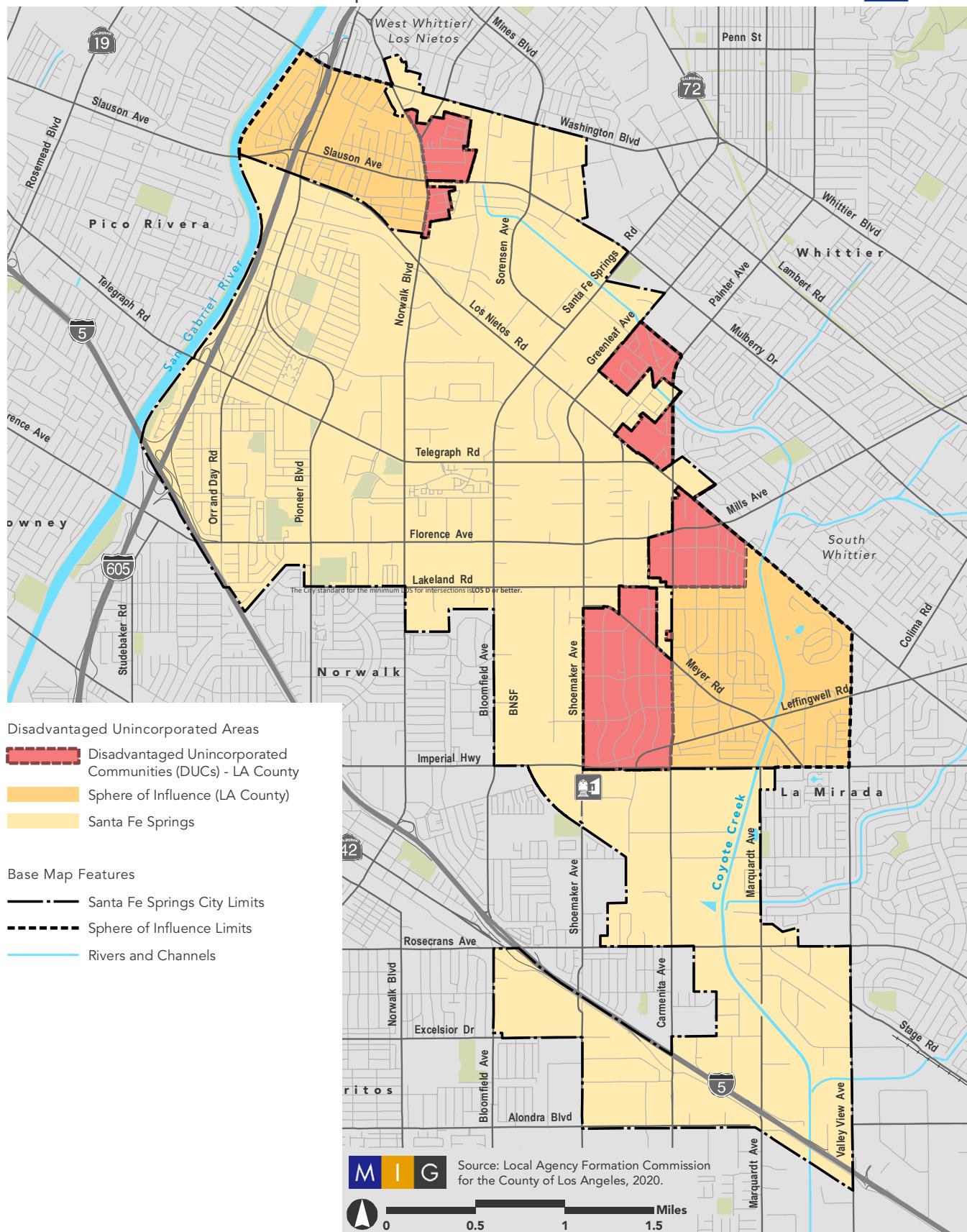
Table C-4: Disadvantaged Unincorporated Communities Water Districts

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

Figure C-12: Disadvantaged Unincorporated Communities



RE-IMAGINE SANTA FE SPRINGS | 2040 GENERAL PLAN





Transportation Goals and Policies

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

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

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

Complete Streets

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

Policy C-1.1:



Multi-Modal. Use a multimodal approach when pursuing street and other transportation network improvements, including accommodating pedestrians, cyclists, transit riders, and motor vehicles, and that accounts for land use and urban form factors that affect accessibility.

Policy C-1.2:



Complete Streets. Implement where feasible, complete streets strategies to accommodate all users of different ages and abilities.

Policy C-1.3:



Street Classification. Designate a street's functional classification based upon its current dimensions, land use and urban form context, and priority for various users and transportation options.

Policy C-1.4:



Context-Sensitive Improvements. Pursue context-sensitive complete streets strategies that recognize the City's various neighborhoods and community character and geographic complexity.

Policy C-1.5:



Transportation Priority. Prioritize transportation improvements that enhance safety, access, convenience, and affordability to the established street and transportation system within disadvantaged communities.



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

Policy C-2.1:

EI

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

Policy C-2.2:

EI

Senior Transportation. Identify multiple mobility options, including paratransit, to help improve access and connectivity for senior and/or disabled persons.

Policy C-2.3:

ADT

Rights-of-Ways. Use available public rights-of-ways to provide wider sidewalks, bicycle lanes, trail facilities, and transit amenities.

Policy C-2.4:

EI

Equity. Plan for the equitable treatment of all transportation users when planning and constructing transportation projects through a transparent and fair process.

Policy C-2.5:

EI

Universal Access: Ensure accessibility of pedestrian facilities to the elderly and mobility impaired.

Policy C-2.6:

EI

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

Policy C-2.7:

T

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

Policy C-2.8:

EJ

Community Engagement.

Involve the community and expand education in transportation planning and project design decisions for improving the transportation infrastructure and mobility network.

Policy C-2.9:

ADT

Sidewalk Maintenance and Upkeep. Ensure established sidewalks and related physical improvements are preserved and maintained to provide a comfortable, safe, and desirable experience.

Active Transportation

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

Policy C-3.1:

ADT

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

Policy C-3.2:

ADT

Pedestrian Facilities. Improve established pedestrian facilities and sidewalk areas, and require the inclusion of pedestrian facilities in new development.

Policy C-3.3:

ADT

Pedestrian Priority Zones. Create pedestrian priority



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

Policy C-3.4:

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

Policy C-3.5:

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

Policy C-3.6:

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

Policy C-3.7:

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

Policy C-3.8:

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

commercial developments that provide bicycle parking.

Policy C-3.9:

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

Policy C-3.10:

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

Policy C-3.11:

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

Policy C-3.12:

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

Policy C-3.13:

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



Transit

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

Policy C-4.1:



Transit Stops and Station.

Develop approaches and coordinate with other agencies to create comfortable, functional, informational, and safe transit shelters for bus stops and rail stations.

Policy C-4.2:



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

Policy C-4.3:



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

Policy C-4.4:



Transit Improvement

Priority. Prioritize transit and bus connectivity and access improvements within disadvantaged communities.

Policy C-4.5:



Improve Transit Access.

Improve multi-modal access to the Norwalk/Santa Fe Springs Transportation Center and Metrolink Station, including bicycle, micromobility, and pedestrian connections and

improvements.

Policy C-4.6:



Metro L Line Expansion.

Consult with Metro during the planning and construction phases of the Metro L line and station along Washington Boulevard to ensure improvements achieve the City's connectivity and land use objectives.

Policy C-4.7:



Metro C Line Expansion.

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

Policy C-4.8:



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

Policy C-4.9:



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



Goods Movements

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

Policy C-5.1:

ADT

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

Policy C-5.2:

HS

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

Policy C-5.3:

ADT

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

Policy C-5.4:

HS

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

Policy C-5.5:

HS

Minimize Roadway Damage.

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

Policy C-5.6:

HS

Railroad Crossing

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

Policy C-5.7:

CSE

Hazardous Materials

Transport. Provide for the safe and expeditious transport of hazardous and flammable materials.

Policy C-5.8:

HS

Parcel Delivery.

Develop a comprehensive curb management strategy to manage loading/unloading areas for local parcel and package deliveries within areas requiring high delivery demands and to minimize local congestion and illegal parking.

Policy C-5.9:

HS

Residential Parcel Delivery.

Monitor parcel delivery activities within residential neighborhoods to minimize impacts.



Street Design and Standards

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

Policy C-6.1:

HS

Pedestrian Projects.

Incorporate new crossing treatments, curb treatments, signals and beacons, traffic-calming measures, and transit stop amenities identified in the Active Transportation Plan.

Policy C-6.2:

HS

Street Rehabilitation. Pursue a street rehabilitation plan that prioritizes street paving and resurfacing based on street condition, type of repair, cost effectiveness, and amount of vehicle and truck traffic that is implemented in an equitable manner.

Policy C-6.3:

HS

Crosswalks. Consider improvements at intersections or mid-blocks to improve crosswalk conditions, including more visible street markings and accommodating universal design standards.

Policy C-6.4:

HS

Context Sensitive Street Design. Maintain and implement street system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, and associated features such as landscaping buffers and building setback requirements.

Policy C-6.5:

HS

Driveway Access. Require the driveway access points onto arterial roadways be limited in number and location to ensure the smooth and safe flow of vehicles and bicycles.

Policy C-6.6:

HS

Safe Routes to School.

Prioritize safety improvements to intersections, sidewalks, and crosswalks around schools and consult with schools to identify safe and efficient drop off and pick up routes around school sites.

Policy C-6.7:

CSE

Green Streets. Integrate a green street approach into street improvements to address/include stormwater management, urban greenery, and sustainable landscaping improvements.

Policy C-6.8:

HS

Streetscape Aesthetics.

Promote an enhanced aesthetic image through streetscaping, median improvements, and careful implementation of non-essential signage.

Policy C-6.9:

HS

Interim Design Strategies.

Consider interim or temporary pilot strategies to integrate a parklet along a curb, transition a narrow corridor to a pedestrian route, or redesign a complex intersection before considering permanent and long-term solutions.

Policy C-6.10:

HS

Improvement Consultation.

Consult with applicable regional, State, and federal agencies on freeway and roadway improvements and transportation plans and proposals.



Transportation Management

GOAL C-8: A TRANSPORTATION SYSTEM DESIGNED TO REDUCE VEHICLE MILES TRAVELED

Policy C-8.1:



Reducing Vehicle Miles Traveled.

Integrate transportation and land use decisions to reduce vehicle miles traveled and greenhouse gas emissions.

Policy C-8.2:



Transportation Management Strategies.

Evaluate the potential of transportation demand management strategies and intelligent transportation system applications to reduce vehicle miles traveled.

Policy C-8.3:



Employee Incentives.

Encourage businesses to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, cycling, and walking).

Policy C-8.4:



Air Quality.

Encourage the implementation of employer transportation demand management requirements included in the South Coast Air Quality Management District's Regulations.

Policy C-8.5:



Employee Work Hours Variability.

Encourage businesses to use flextime, staggered working hours, telecommuting, and other means to lessen peak commuter traffic.

Policy C-8.6:



Ridesharing.

Promote ridesharing through publicity and provision of information to the public through web-based

apps and other approaches through collaboration with other agencies and jurisdictions.

Policy C-8.7:



Caltrans Consultation. Consult with Caltrans regarding freeway improvements that can affect City roadways and businesses.

GOAL C-9: A STREET NETWORK MANAGED TO MINIMIZE CONGESTION AND TRAFFIC IMPACTS

Policy C-9.1:



Traffic Impacts Mitigation.

Require new development projects to mitigate off-site traffic impacts consistent with City policy and regulations.

Policy C-9.2:



Traffic Impact Analysis.

Require new developments to include a traffic impact analysis.

Policy C-9.3:



Cut-Through Traffic. Design local and collector streets and apply appropriate enforcement and education programs to discourage cut-through traffic through residential neighborhoods.

Policy C-9.4:



Traffic Signals. Require new development to install traffic signals at intersections or arterials which, based on individual study, are shown to satisfy traffic signal warrants.

Policy C-9.5:



Jurisdiction Consultation.

Consult with neighboring jurisdictions to ensure that the cumulative traffic impacts of development projects do not adversely impact the City of Santa Fe Springs.



Parking

GOAL C-10. SUFFICIENT, WELL-DESIGNED, AND CONVENIENT OFF-STREET PARKING FACILITIES

Policy C-10.1:

HS

Parking Programs. Establish parking management plans, preferential permit parking districts, and/or parking programs that address parking problems and minimize neighborhood parking overflow, where needed.

Policy C-10.2:

HS

Parking Enforcement. Ensure equitable and fair parking enforcement practices.

Policy C-10.3:

HS

Parking Consolidation. Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Policy C-10.4:

HS

Sufficient Parking. Periodically review City parking requirements to make certain that all development provides sufficient on-site parking and that parking standards reflect industry best practices.

Policy C-10.5:

HS

Parking Landscaping and Maintenance: Require parking areas to be well landscaped and maintained and well lighted.

Transportation Technology

GOAL C-11: IMPLEMENTING PROMISING TECHNOLOGICAL ADVANCES AND CHANGES IN USE OF MOBILITY SERVICES

Policy C-11.1:

T

Traffic Signal Coordination.

Implement traffic signal coordination on arterial streets to the maximum extent practical and integrate signal coordination efforts with those

of adjacent jurisdictions.

Policy C-11.2:

T

Mobile Technology. Encourage the use of mobile or other electronic devices with similar on-demand hailing functions, particularly for seniors, the disabled, and other mobility challenged persons.

Policy C-11.3:

T

Intelligent Transportation Systems.

Implement intelligent transportation systems strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real-time parking availability information—to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, and cyclists.

Policy C-11.4:

T

Autonomous Vehicles. Update, when warranted, existing transportation systems and policies as autonomous and automated vehicles and their attendant facilities are developed locally and regionally.

Policy C-11.5:

T

Performance Analysis Measures.

Utilize technology to create performance measures to interpret data metrics of vehicles, bicycling, walking, and transit usage within streets, sidewalks, and public facilities.



Infrastructure Goals and Policies

Water

GOAL C-12: A SUSTAINABLE AND RELIABLE WATER SUPPLY

- Policy C-12.1:** **Adequate Water Supply.** Ensure adequate sources of water supply sufficient to serve existing and future development, and consider long-term climate change impacts to water demand and supply.
- Policy C-12.2:** **Water Conservation.** Enforce conservation measures that eliminate or penalize wasteful uses of water as a response to drought, climate change, and other threats to adequate water supply.
- Policy C-12.3:** **Reclaimed Water:** Continue the development of the reclaimed water system to serve landscaped areas and industrial uses when financially feasible.
- Policy C-12.4:** **Water Rates.** Derive water rates that are fair and equitable to make certain financial sufficiency to fully fund operating and capital costs and meet water reserve requirements.
- Policy C-12.5:** **Water Quality.** Comply with all applicable water quality standards.
- Policy C-12.6:** **Water Mains Repair.** Maintain a program to replace leaking water mains and test and replace old water meters as needed.

Policy C-12.7:

ARC

Urban Water Management Plan.

Update the Urban Water Management Plan in accordance with the California Urban Water Management Planning Act.

Policy C-12.8:

ARC

Water Infrastructure.

Identify and prioritize capital improvements to construct new and replacement wells, pumping plants, and reservoirs consistent with applicable master plans.

Policy C-12.9:

CSE

Water Conservation.

Promote cost-effective conservation strategies and programs that increase water use efficiency.

Policy C-12.10:

ARC

Emergency Water Connections.

Maintain emergency connections with local and regional water suppliers in the event of delivery disruption or natural disaster.

See Open Space and Conservation Element for goals and policies related to clean water.

Wastewater System

GOAL C-13: A SANITARY SEWER SYSTEM WITH CAPACITY TO ACCOMMODATE FUTURE GROWTH

Policy C-13.1:

ARC

Wastewater Capacity.

Monitor and analyze wastewater systems capacity and determine costs to construct relief wastewater systems as needed.

Policy C-13.2:

ARC

Sanitation District Consultation.

Consult with Los Angeles County Sanitation Districts to ensure all trunk sewers are maintained.

**Policy C-13.3:**

CSE

Industrial Waste Inspection.

Maintain an Industrial Waste Inspection and Regulation Program with all costs paid by industrial waste dischargers.

Policy C-13.4:

CSE

Unacceptable Waste Discharge.

Prevent unacceptable wastes from being discharged into the wastewater system.

Policy C-13.5:

T

Wastewater Technology.

Explore new technologies that treat and process wastewater onsite to reduce overall capacity needs of the centralized wastewater system.

Stormwater Infrastructure**GOAL C-14: A SUSTAINABLE AND RESILIENT STORMWATER SYSTEM****Policy C-14.1:**

CSE

Green Infrastructure. Promote green infrastructure projects that capture stormwater for reuse, improved water quality, and reduced flooding risk, including but not limited to permeable pavements, rain gardens, bioswales, vegetative swales, infiltration trenches, green roofs, planter boxes, and rainwater harvesting/rain barrels or cisterns for public and private projects.

Policy C-14.2:

CSE

Storm Drain. Expand and maintain local storm drain facilities to accommodate the needs of existing and planned development, and to ensure it has capacity to withstand more frequent and intense storms and extreme flooding events; prioritize areas that have known drainage capacity issues.

Policy C-14.3:

ARC

Storm Drain Pollution.

Implement all appropriate programs and requirements to reduce the amount of pollution entering the storm drain system and waterways.

Policy C-14.4:

CSE

Surface Water Infiltration.

Encourage site drainage features that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.

Policy C-14.5:

CSE

Permeable Surfaces.

Encourage the reduction of impervious surfaces by discouraging excess parking areas, enforcing low-impact development and best management practices treatment methods, and increasing greenery, as well as increasing the City's inventory of green spaces.

Communications**GOAL C-15: MODERNIZED COMMUNICATION SYSTEMS THAT MEET THE COMMUNITY NEEDS****Policy C-15.1:**

T

Wi-Fi at Public Spaces.

Encourage wi-fi connectivity at community facilities, public spaces, and parks to promote, encourage, and expand internet access.

Policy C-15.2:

T

Telecommunications

Partnerships. Partner with service providers to ensure access to a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies.



Policy C-15.3: **Modernization.** Pursue technological modernization of City operations, equipment, and facilities to improve efficiencies and services, as feasible.

T

Policy C-15.4: **Broadband.** Expand and modernize broadband and related infrastructure for all areas in the City.

T



CHAPTER 5

ECONOMIC DEVELOPMENT ELEMENT

Introduction	ED-1
The Context – Planning for a Prosperous and Resilient Local Economy	ED-2
Goals and Policies	ED-9



**Re-Imagine
Santa Fe Springs**

2040 GENERAL PLAN



Heritage Springs Business Complex

Located at the corner of Norwalk Boulevard and Telegraph Road, the Heritage Springs Business Complex is comprised of two high-identity office buildings and ground-floor retailers and restaurants. The complex has a bridge that connects to the Heritage Springs Sculpture Garden.



ECONOMIC DEVELOPMENT ELEMENT

INTRODUCTION

While an Economic Development Element is not a statutorily required part of a community's General Plan, economic development goals and initiatives have a bearing on several other elements. The Land Use Element inherently addresses economic development by designating the types and intensities of planned uses. Policies in the Circulation Element call for improvements necessary to support the land use plan and to attract and support desired uses. Explicitly stating economic development objectives in this focused Economic Development Element strengthens the City's position and communicates to businesses and industries Santa Fe Springs' goals regarding business attraction and retention, key target industries, and workforce development.

For context, this element first provides an overview of Santa Fe Springs' unique economic setting and associated fiscal challenges and opportunities, all of which are affected by economic development choices made by City staff and the City Council. The goals and policies that follow respond to the context and reflect a long-range view, align with the General Plan Guiding Principles, parallel land use policy direction, and provide the foundation for an Economic Development Strategic Plan being prepared in tandem with this Element. The Strategic Plan will have a slightly different focus from the Element, providing more detailed short-term and long-term recommendations to guide annual budgeting and staffing decisions.



Heritage Corporate Center



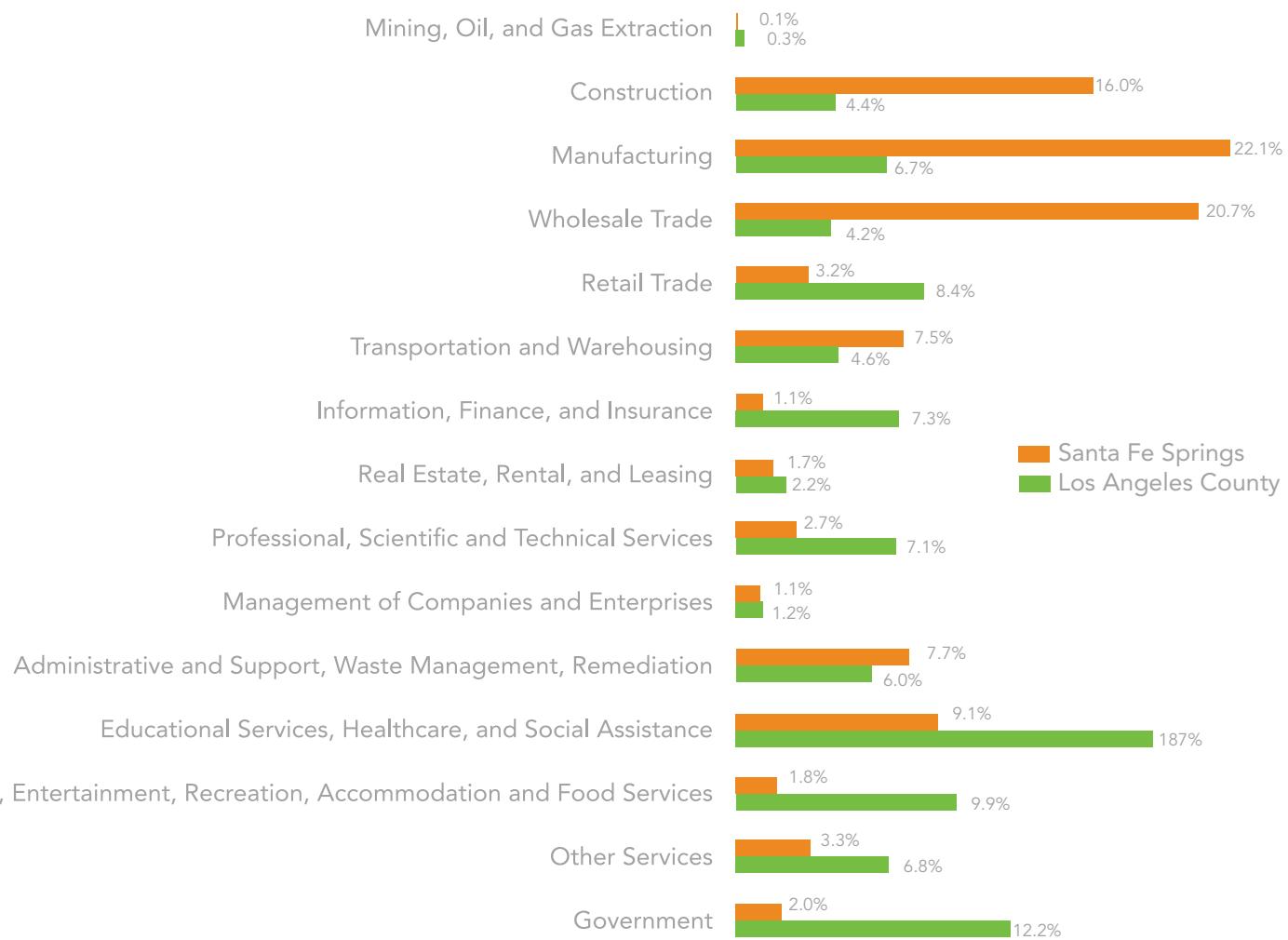
The Context – Planning for a Prosperous and Resilient Local Economy

Unique Composition of the Santa Fe Springs Economy

Described as a city that is “industrial by design,” the unique composition of the Santa Fe Springs economy is in part intentional and in part due to its special locational attributes: the City’s location in the heart of the Los Angeles region, with frontage on I-5 and I-605 that connect readily to the Ports of Los Angeles and Long Beach and cities and counties throughout Southern California. The City is recognized regionally as a

predominantly industrial community. Figure ED-1 shows the extent to which the City’s economic base differs from the standard composition of a jurisdiction, such as Los Angeles County. In 2020, manufacturing, wholesale trade, and transportation/warehousing represented just over 50 percent of the jobs base compared to 15 percent in the County.

Figure ED-1: Percentage of Jobs by Industry, Santa Fe Springs and Los Angeles County (2020)



Note that this data source is generally more inclusive of categories of employment, such as self-employment, etc. so these figures will not necessarily match those from other sources that might appear in the General Plan.



The preponderance of industrial uses in the City, and the relatively small residential population, create an atypical jobs/housing ratio for Santa Fe Springs, as illustrated in Table ED-1. The jobs/housing ratio in Santa Fe Springs far exceeds that of both the County and the region, the latter two of which represent more standard conditions. Ratios above these averages are typically associated with large cities which often have several large employment centers.

In 2020-21, Santa Fe Springs undertook a series of market and economic development studies to understand industry growth/retraction trends in the City. One study examined the local economy during that time period and compared it to longer-term performance relative to regional and national benchmarks. The study evaluated the City's economy in terms of industry "clusters," which are groups of interrelated industry sectors whose growth potential within a region tends to be closely aligned. The study considered "**local**" clusters (composed of industries that primarily serve customers within the immediate region) as well as "**traded**" clusters that export goods and services beyond the region (i.e., nationally and globally). The concept of industry clusters is an effective framework for economic development programming since it reflects a holistic understanding of the regional economic conditions driving the growth, or retraction, of individual sectors.

The industry cluster study identified 12 potential clusters for the City's industry targeting program, a key aspect of economic development implementation. Given ongoing changes in national and global economic conditions, the targeted clusters are likely to be adjusted over the life of

this General Plan, but the current list provides a general "snapshot" of economic strengths/trends at the time of the General Plan update (2020-21).

As shown on the table below, the 12 target clusters are categorized based on two strategic approaches to industry targeting:

- **Build on Santa Fe Springs' core strengths** in clusters that represent: a) strong continuing growth opportunities or b) clusters that are growth-challenged nationally and would therefore benefit from efforts to help retain them in the City.
- **Tap into dominant regional clusters** not well represented in Santa Fe Springs by leveraging Santa Fe Springs' competitive strengths to capture increasing shares of projected County employment growth in certain sectors.

Table ED-1: Jobs/Housing Ratios

	Santa Fe Springs	Los Angeles County	SCAG region
Jobs (2017)	57,171	4,767,204	8,465,304
Housing units (2018)	5,494	3,546,863	6,629,879
Jobs/housing ratio	10.41	1.34	1.28

Source: Profile of the City of Santa Fe Springs. Southern California Association of Governments (SCAG), 2019.

**Table ED-1: Jobs/Housing Ratios**

Strategic Approach	Local-Serving Clusters	"Traded" Clusters
Build on (or facilitate repositioning of) Santa Fe Springs existing core strengths	» Local Logistical Services* » Local Real Estate, Construction, and Development » Local Commercial Services » Local Motor Vehicle Products and Services	» Paper and Packaging » Metalworking Technology » Medical Devices » Distribution and Electronic Commerce
Tap into dominant County industry clusters that are not currently well represented in the city		» Video Production and Distribution » Apparel » Music and Sound Recording » Transportation and Logistics

Source: The Natelson Dale Group, 2021.

Note: *Local Logical Services primarily contains establishments that offer local passenger transportation and local transportation of freight and goods, including moving companies and couriers. This cluster also includes local storage facilities, truck and RV leasing, and passenger car rental services

Fiscal Conditions Related to Economic Base

Land use decisions have a direct impact on a city's long-term fiscal strength. A "fiscally optimal" land use mix generates sufficient municipal revenues to support excellent municipal services for the city's residents, businesses and visitors. The largely industrial land use mix in Santa Fe Springs creates several unique strengths and challenges from a fiscal perspective:

- **Strength:** Exceptionally strong sales tax base. In general, communities with high jobs-housing ratios are in an advantageous position fiscally since revenue-intense industrial/commercial land uses provide a disproportionately large sales tax base relative to the size of the resident population. In the case of Santa Fe Springs, nearly three-quarters of the City's General Fund revenues are derived from sales, transaction and use taxes, (see Figure ED-2).
- **Strength:** Higher sales tax revenues from retail/restaurant businesses than would be expected

based on the City's population. While a lesser component of City sales taxes than B2B taxes (above), these tax receipts far outpace what the City would receive based simply on the retail/restaurant purchases made by the resident population. Sales tax revenues are thus partly attributable to purchases made by daytime employees and residents in neighboring cities.

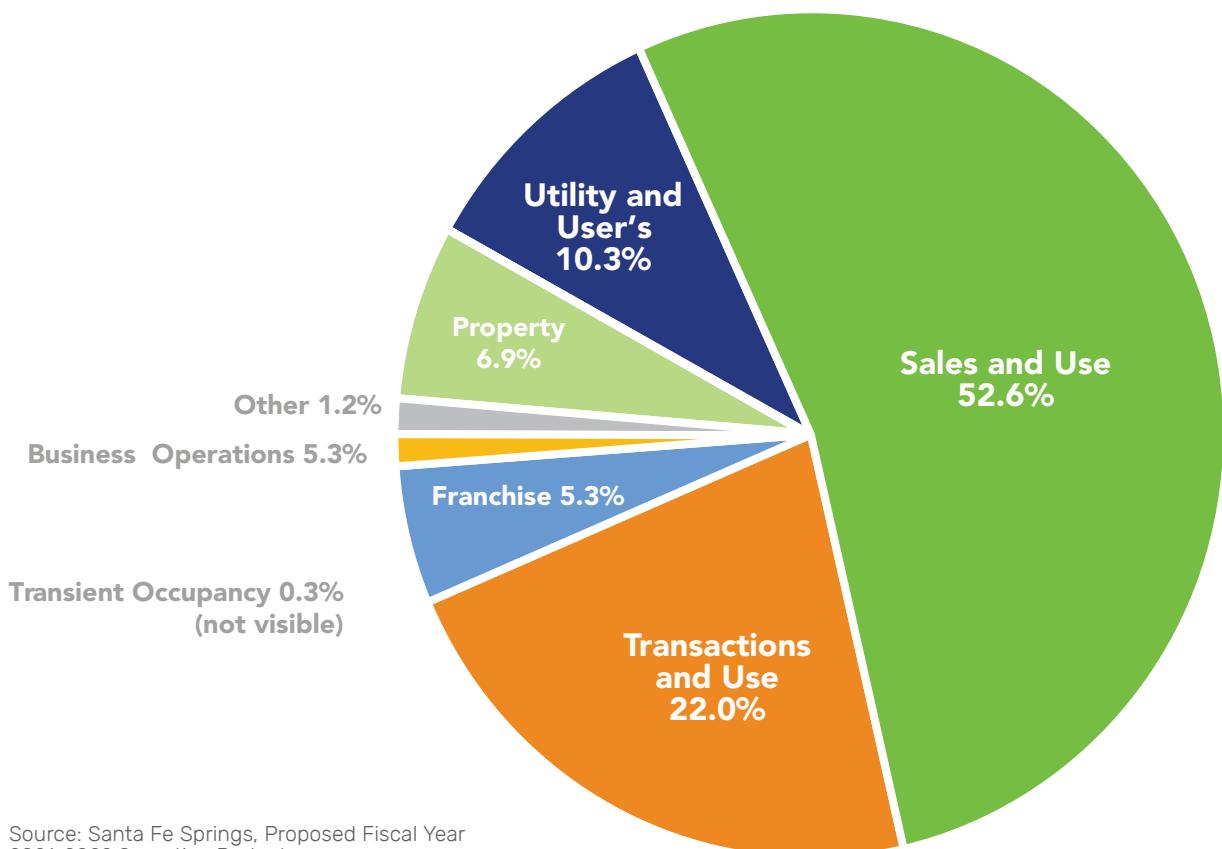
- **Challenge.** A growing proportion of the business base is in logistics/warehousing industries. With some notable exceptions (e.g., e-commerce fulfillment centers classified as "point of sale" locations for sales tax purposes), logistics/warehousing facilities tend to be relatively low sales tax generators. At the same time, the high truck traffic levels associated with these uses can degrade streets and thus generate costs that significantly exceed their fiscal benefits.



- **Challenge.** Discontinuation of redevelopment agency. The dissolution of redevelopment agencies in California in 2012 affected communities throughout the state but was particularly disadvantageous to Santa Fe Springs due to the large base of commercial/industrial properties, for which redevelopment activities were especially beneficial from both land use and fiscal perspectives. Not only were significant tax increment revenues lost, the City was forced to implement reductions in staff who would otherwise be available to expedite permitting for new commercial and industrial firms. This potentially undermines the City's reputation as an exceptionally business-friendly location.

City revenues by major source categories, as of 2020, are shown on Figure ED-2, which demonstrates the major role that sales taxes contribute to the budget and the relatively minor role of property taxes in comparison. Expenditures by department and for capital improvements are shown on Figure ED-3.

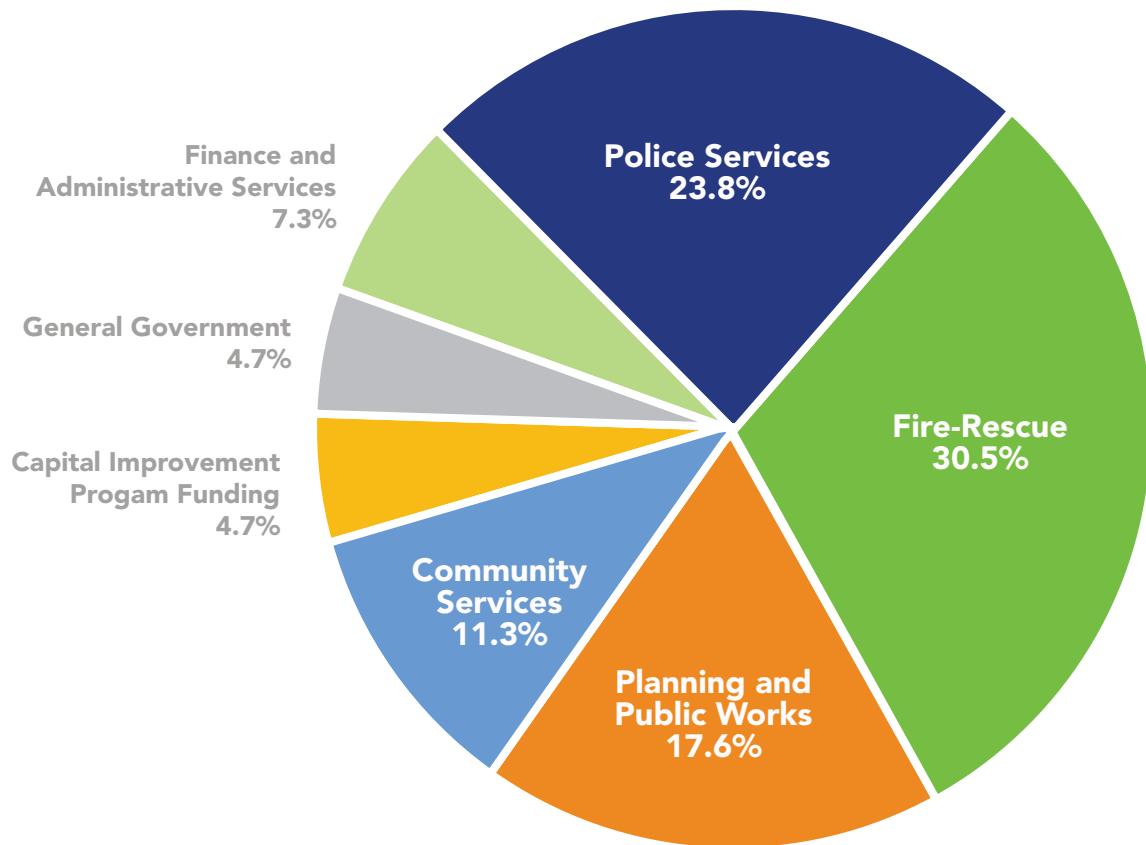
Figure ED-2: City Revenues by Major Source Categories (2020)



Source: Santa Fe Springs, Proposed Fiscal Year 2021-2022 Operating Budget.



Figure ED-3: Expenditures by Department and Capital Improvements (2020)



Source: Santa Fe Springs, Proposed Fiscal Year 2021-2022 Operating Budget.

Figure ED-4 highlights Santa Fe Springs' advantage with respect to high levels of taxable retail sales, shown on a per capita basis to facilitate comparisons with typical conditions, represented by the per capita figures for Los Angeles County. Note that these figures do not include the B2B categories that make up the bulk of taxable sales in the City. The data show that per capita taxable sales in Santa Fe Springs exceed those of the County in total sales and in every retail category by wide margins, most likely due to a combination of the very large daytime population in the City and capture of expenditures by some residents of neighboring cities.

Figure ED-5 provides a visual reference for multiple issues related to fiscal conditions in Santa Fe Springs, including the distribution of population in and around the City compared to the nonresidential areas, and the concentration of retail employment (as a proxy for

retail business locations) citywide. The concentration of retail activity on the periphery, and otherwise not ideally situated with respect to the resident population or the workforce (represented by areas where the resident population is low), give some indication of potential gaps in serving the local market. On the other hand, these peripheral locations are advantageous for capturing market segments from outside Santa Fe Springs.

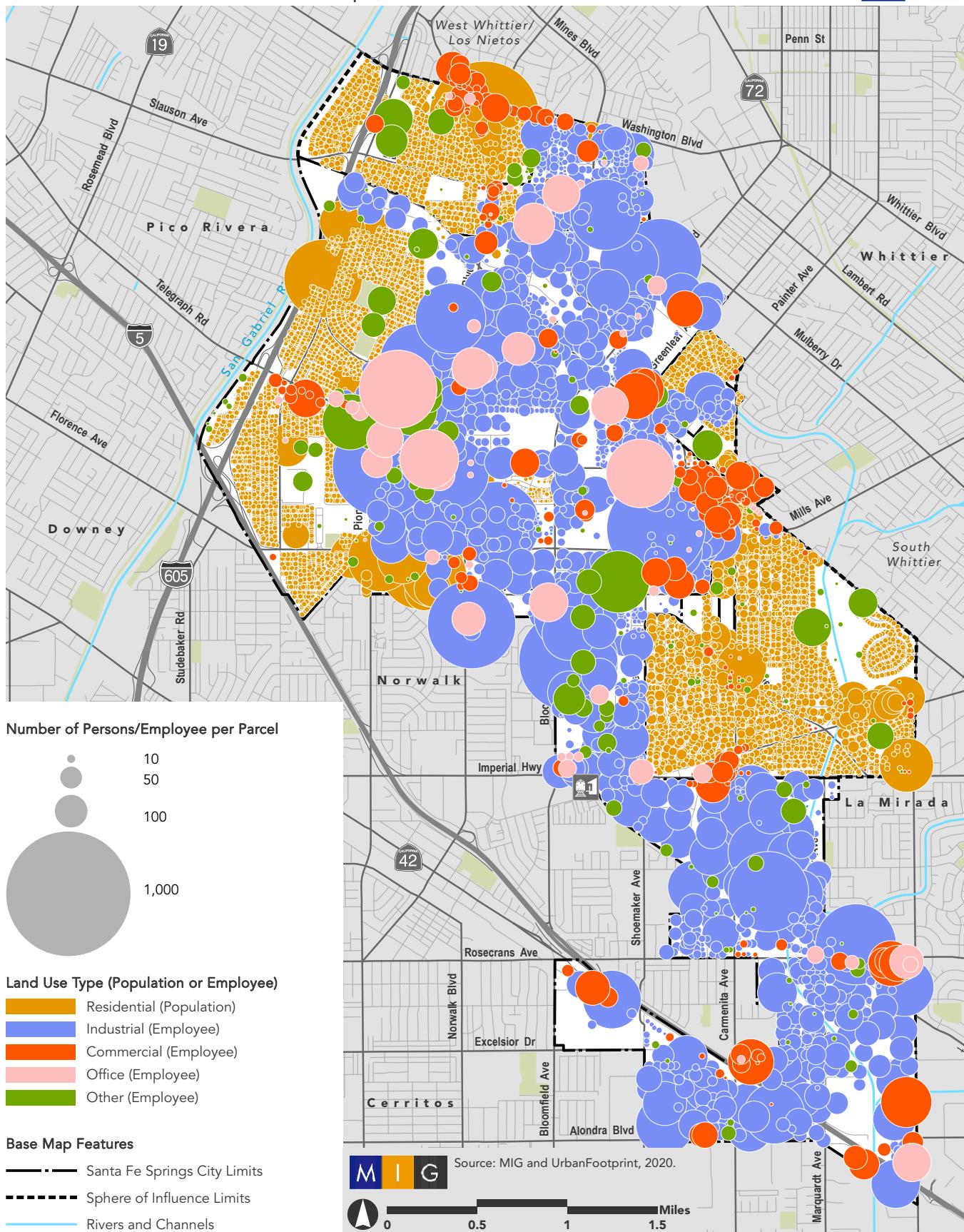
Maintaining economically functional, balanced relationships among land uses

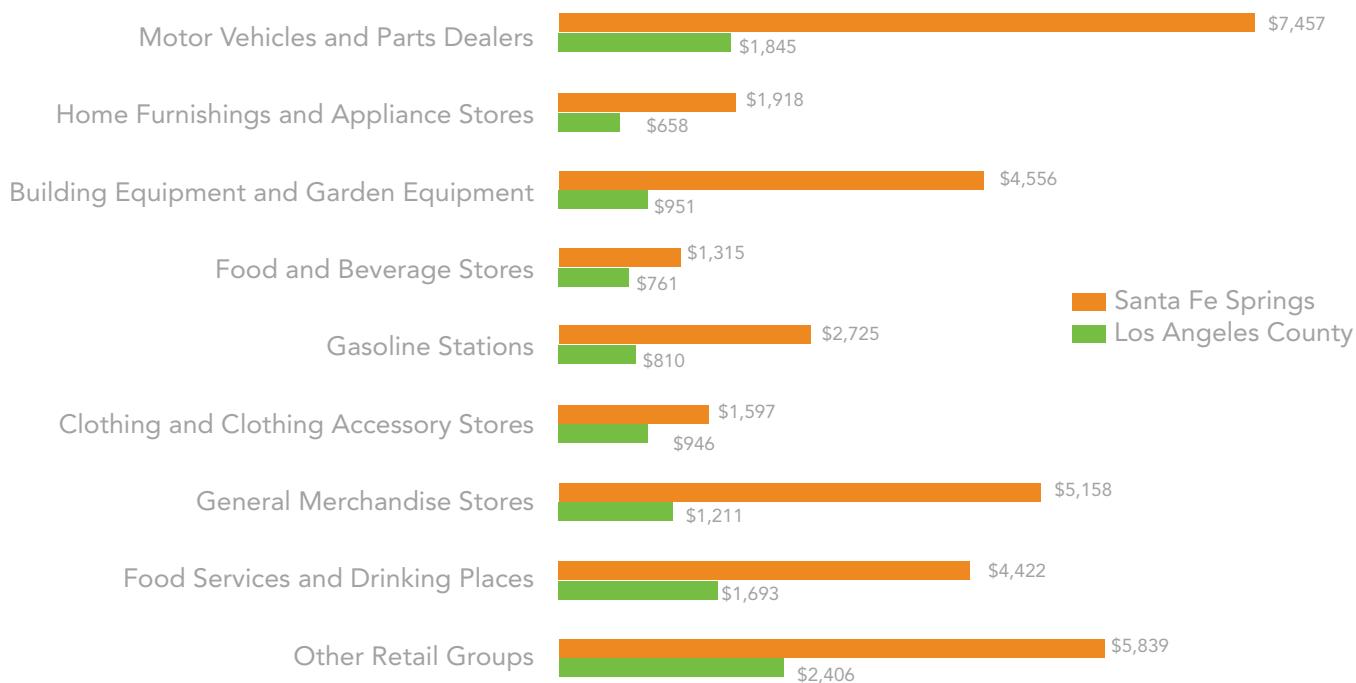
Given the existing land use, industry mix and fiscal conditions described above, the City will face the following economic development challenges in the coming years: 1) balancing the needs of the relatively small resident population with those of the business community, by far the largest segment of occupants as

Figure ED-5: Population and Employment Distribution



RE-IMAGINE SANTA FE SPRINGS | 2040 GENERAL PLAN



**Figure ED-4: Per Capita Taxable Sales by Business Type (2020)**

Note: Annualized Retail Sales are from 2020 (December) and Population Estimates are taken from the January 1, 2021 estimates.

Sources: California Department of Finance, E-1 Population Estimates for Cities, Counties, and the State - January 1, 2020 and 2021; California Department of Tax and Fee Administration, Taxable Sales - Counties by Type of Business (Taxable Table 3), 2020, and Taxable Sales - Cities by Type of Business (Taxable Table 4).

well as primary fiscal driver; 2) responding to residents' desire for readily accessible retail commercial and service businesses; and 3) securing long-term financial stability (i.e., ensuring that growth in revenue sources is commensurate with the fiscal demands of public services and infrastructure maintenance). These pressures require a unique strategic perspective with a strong focus on defining compatible growth of the residential population and the business community. In this regard, the City can devise strategies that encourage these two segments to exist and expand in harmony. "Compatible growth" in this context can be thought of as having the following attributes:

- Businesses that meet residents' retail and service needs. While the City has a relatively strong retail base (see Figure ED-4, per capita taxable sales comparisons), businesses are dispersed and therefore not necessarily optimally located to serve both residents and businesses (see Figure ED-5.)
- Employers with jobs that align with local workforce skill levels or provide jobs training. The majority

of resident workers in Santa Fe Springs commute outside the City for their jobs; while this is not particularly unusual, businesses that expand opportunities for local residents could be courted.

- Firms in industries that generate a net fiscally positive impact on the community, which is a combination of being strong taxpayers and conducting activities that do not impose unusual impacts on costs to the City. Potential gaps in the City's "fair share" of certain revenue-generating businesses, for example hotels, can also be addressed within a strategic framework.
- Industries that are sustainable, from multiple standpoints:
 - » Minimal environmental impacts
 - » Withstanding disruptions due to automation and other technology shifts and climate change
 - » Handling the trend of workers shifting to working from home (generally an issue primarily for office users)



Goals and Policies

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

To help identify goals and policies that align with the General Plan Guiding Principles, the following symbolologies represent each of the Guiding Principles:

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

Maintaining Business Strengths

GOAL ED-1: A CITY THAT STRIVES TO CONTINUE ITS REPUTATION AS A PREMIERE SOUTHERN CALIFORNIA BUSINESS LOCATION

Policy ED-1.1: Economic Development Branding and Marketing.

ES

Market and brand the City to strategically position it to accommodate desired businesses.

Policy ED-1.2: Business-friendly Assessment.

ES

Incentivize desired distribution/electronic commerce activities without compromising the City's ability to manage potential cost burdens related to increased truck traffic.

Policy ED-1.3: Strategic Infrastructure Investments.

ES

Invest in infrastructure that advances the desired development goals and consider using an assortment of funding sources to pay for investments.

Policy ED-1.4: Economic Development Staffing.

ES

Recruit staff to match the needs of the City's adopted economic development program.

Policy ED-1.5: Streamline Permitting Process.

DE

Continue to find strategies or opportunities to process development and business inquiries, applications, and permits as expeditiously as possible.



Business Retention, Expansion, and Attraction

GOAL ED-2: SUCCESSFULLY RETAIN, EXPAND, AND ATTRACT TARGET BUSINESS AND INDUSTRY CLUSTERS THAT GROW HIGH-PAYING JOBS APPROPRIATE FOR THE LOCAL AND REGIONAL WORKFORCE AND EXPAND PROVIDE SALES TAX REVENUE

Policy ED-2.1: Business Retention/Expansion



Outreach. Prepare a business/retention expansion outreach program to address short-term and long-term disruptive influences in the local and regional economy, and address general business-accommodation issues as they arise.

Policy ED-2.2: Target Industry (attraction)



Marketing. Upon adoption of final industry targets, incorporate industry targets into the marketing program.

Policy ED-2.3: Top Sales Tax Producers.



Expand and attract target businesses that supply products and materials to the City's top sales tax producers deemed critical in building financial revenues for the City.

Policy ED-2.4: Entrepreneurial Development.



Identify and coordinate the existing programs and outreach activities of institutions providing entrepreneurial training and support in the region.

Policy ED-2.5: Private-Sector Business



Networking. Inventory private-sector business networking activities, and work with the sponsoring organizations to identify potential gaps and other organizations through which networking efforts could be expanded.

Policy ED-2.6: Regional Industry Cluster Initiatives.



Coordinate with regional partners such as Los Angeles Economic Development Corporation (LAEDC) to refine regionally viable target industries appropriate for the City and to maximize marketing opportunities through providing information, strategic planning, and other ongoing efforts.

Policy ED-2.7: Workforce Development Organizations.



Establish formal communication channels with workforce organizations such as the L.A. County Workforce Development Board, and explore methods by which the City's business community, along with employees, can maximize the resources of these organizations, to help align training with business needs, including changing needs, to re-train displaced workers (or those threatened with displacement), and to generally help maximize the relevance of educational institutions at all levels to meet the needs of the local workforce and resident workers.



Meeting Community and Business Needs

GOAL ED-3: DIVERSE COMMERCIAL FACILITIES TO SERVE RESIDENTS, DAYTIME EMPLOYEES, AND VISITORS

Policy ED-3.1: Targeted Tenant Recruitment/

Marketing. Promote the full market potential of retail/restaurant businesses by communicating the business contribution that the vast daytime population in the City can provide. Foster recruitment of additional businesses by facilitating the distribution of businesses to locations from which they can better serve both residents and the daytime population.

ES

Policy ED-3.2: Downtown Development

Program. Support public and private efforts to expand traditional downtown uses, including residential, retail, restaurants, hospitality, and entertainment uses while recognizing the value of existing office and industrial businesses.

D

Policy ED-3.3: Retail/Restaurant Development along with Housing.

Explore the potential for addressing this policy through mixed-use projects that combine commercial and residential uses, on redevelopable parcels if necessary.

ES

Policy ED-3.4: Hotel Development.

Confirm the market viability of a hotel in Santa Fe Springs, which might include outreach to potential hotel providers. If warranted, proactively expedite this development by identifying, securing, and promoting suitable locations.

DE

Policy ED-3.4: Mixed Use Commercial Uses.

Maximize retail and commercial services within mixed use development and within the transit-oriented community districts.

Policy ED-3.5: I-5 Freeway Corridor.

Promote and expand retail and commercial businesses, commercial services, and entertainment and hospitality uses that cater to a community and regional audience along the I-5 Freeway Corridor.

Maintaining Fiscal Strength

GOAL ED-4: LONG-TERM FISCAL STRENGTH THAT MAINTAINS THE CITY'S EXCELLENT REPUTATION FOR BUSINESS FRIENDLINESS

Policy ED-4.1: Point of Sale Industrial businesses (Including E-commerce).

Creatively address competitive issues in this sector arising from neighboring communities, from the standpoint of assessing the realistic costs and benefits of alternative incentives, including those used by other cities in the region.

ES

Policy ED-4.2: Retail/Restaurant Businesses.

Maximize development of and revenues from this sector, while increasing the quality of life for residents and daytime workers by undertaking planning, incentivizing, or other means to help align locations of stores and restaurants with locations of residents and workers.

ES

Policy ED-4.3: Hotel Attraction –Transient

Occupancy Tax (TOT). Maximize TOT taxes as part of hotel development strategy.

ES

**Policy ED-4.4: Strategic Additional Revenue Sources.**

ES

Investigate the components of business-use costs, including amounts as well as how costs can be offset by benefits and how revenue options (e.g., impact fees targeting truck traffic) will: a) directly affect various business types and b) indirectly affect the attractiveness of the community as a business location.

Policy ED-4.5: Targeted Economic Incentives.

ES

Assess the value of alternative incentive concepts and programs for specific business types, in relation to what competing cities within the region are doing, along with a thoughtful assessment of actual overall competitive strength of the community.

Economic Development Corporation.

Policy ED-5.3: Workforce Development

ES

Partnerships. In recognition of the critical need to coordinate workforce training/retraining with industry targeting and other economic development efforts, continue to coordinate with the full range of educational/training institutions, including local school districts.

Public and Private Partnerships

GOAL ED-5: LEVERAGING THE IMPACT OF THE CITY'S INVESTMENT IN ECONOMIC DEVELOPMENT THROUGH EFFECTIVE PUBLIC/PRIVATE PARTNERSHIPS**Policy ED-5.1: Local Business Partnerships.**

ES

Continue to coordinate economic development efforts with local organizations such as the Chamber of Commerce.

Policy ED-5.2: Community-based Organizations.

EI

Continue to coordinate formulation of economic development strategies with local service providers such as the Interfaith Food Center.

Policy ED-5.2: Regional Partnerships.

ES

Continue vital economic development coordination with regional partners such as Los Angeles

Santa Fe Springs Special Events

The City of Santa Fe Springs offers a variety of culturally-based special events for the entire community, including adults, children, seniors, and families.

PUBLIC REVIEW DRAFT

CHAPTER 6

ENVIRONMENTAL JUSTICE ELEMENT

Introduction	EJ-1
Environmental Justice Communities	EJ-3
Environmental Justice Communities Concerns	EJ-8
Environmental Justice Goals and Policies ...	EJ-24



**Re-Imagine
Santa Fe Springs**

2040 GENERAL PLAN



Santa Fe Springs Residents

Santa Fe Springs residents enjoy the diversity of parks, recreational facilities, and community services programming available to the community.



CHAPTER 6: ENVIRONMENTAL JUSTICE ELEMENT

Introduction

Environmental justice provided, and continues to provide, a specific lens through which to redress disparities in health outcomes that fall along a community's racial, ethnic, gender, and economic identities. The geographical dimension of these disparities became etched in maps through redlining, racially restrictive covenants, Jim Crow laws, and exclusionary zoning. Barriers to voting, equal representation, and discrimination in appointments against Black, Hispanics, Asian, Pacific Islanders, and American Indians created the decision-making environments that let harmful land uses flourish and public infrastructure fail to meet the needs of the underserved. The democratic deficits of that system—including a lack of transparency—prevented these communities from having meaningful participation in the political process or to be informed about disparities in facilities and services to the detriment of public health and economic development. While those conditions may or may not have been pervasive in Santa Fe Springs, this Environment Justice Element represents the City's commitment to ensuring that all people receive equal treatment, equal access, and equal protections, and that everyone has the opportunity to engage in decisions that affect their health and economic well-being.

Legal Requirements

The State of California defines Environmental Justice as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations and policies.

In 2016, Senate Bill 1000 amended California Government Code Section 63502 to require cities and counties with disadvantaged communities to incorporate environmental justice (EJ) policies into their general plans.

If a city, county, or city and county has a disadvantaged community, then the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, are required to do all of the following:

- Identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to, the reduction of pollution exposure, including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity.
- Identify objectives and policies to promote civil engagement in the public decision-making process.
- Identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities.

Environmental justice seeks to correct existing inequalities regarding pollution and health burdens that certain neighborhoods face. Environmental justice is grounded in principles of justice and fairness and focused on creating a society in which everyone can participate, prosper, and reach their full potential. Equitable outcomes come about when smart, intentional strategies are put in place to ensure that everyone can participate in and benefit from decisions that shape their neighborhoods and communities.



Scope and Content of the Environmental Justice Element

The Environmental Justice Element contains a comprehensive set of goals and policies aimed at increasing the role and influence of historically marginalized populations and reducing their exposure to environmental and health hazards. This Element is structured as follows:

- Background:** A discussion of environmental justice principles, the methodology for identifying Environmental Justice Communities, and the specific demographics of the disadvantaged communities (i.e., environmental justice communities) in Santa Fe Springs.
- Environmental Justice Issues and Concerns for Santa Fe Springs:** An evaluation of baseline environmental issues impacting Santa Fe Springs' disadvantaged communities (as defined by the State), including pollution burden, population characteristics, educational attainment, linguistic isolation, health and wellness, food insecurity, and park access.
- Goals and Policies:** The goals, policies, and programs describe how the City will incorporate environmental justice into decision making and support positive outcomes for affected residents.

Terms in this Element

This element uses several acronyms to identify agencies, modeling tools, and commonly used terms used in the discussion of environmental justice issues. The terms are described in the text, and this serves as a handy reference to the acronyms representing those terms.

CalEnviroScreen: California Communities Environmental Health Screening Tool

Disadvantaged Communities (DAC): Communities are defined as the top 25% scoring areas (census tracts) from CalEnviroScreen screening tool.

HPI: Healthy Places Index is a tool that measures community conditions that affect health outcomes

PM_{2.5}: Small particulate matter measuring 2.5 microns or smaller (an air pollutant). The widths of the larger particles in the PM_{2.5} size range would be about thirty times smaller than that of a human hair. The smaller particles are so small that several thousand of them could fit on the period at the end of this sentence.

Environmental Justice Issues and Concerns for Santa Fe Springs



Pollution
Burdens



Population
Characteristics



Linguistic
Isolation



Educational
Attainment



Food
Insecurity



Park
Access



Health &
Wellness



Environmental Justice Communities

California law defines "disadvantaged communities" (or "environmental justice communities") as areas that are most afflicted with a combination of economic, health, and environmental burdens. The California Communities Environmental Health Screening Tool "CalEnviroScreen" was developed by the California Environmental Protection Agency to identify environmental justice communities using the following indicators:

- **Pollution Burden:** Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation; and
- **Population Characteristics:** Areas with concentrations of people with low incomes, high unemployment, low levels of homeownership, high rent burden, low levels of educational attainment, and/or are sensitive populations (e.g., disabled individuals, seniors, and emancipated foster youth).



Looking east out to the sea of industrial uses with Telegraph Road located at the bottom of the photo. Industrial uses consist of approximately 72 percent of all land area (acres) in the City.



CalEnviroScreen produces a percentile ranking of census tracts to demonstrate the degree of burdens present in that tract relative to the rest of the State. For example, a 75th percentile ranking for a census tract would mean that it falls within the top 25 percent of all CalEnviroScreen scores statewide—and is among the highest burdened census tracts in California. A CalEnviroScreen score of 75 or higher also means the census tract is considered a Disadvantaged Community (DAC) for the purpose of the Environmental Justice Element. See Table EJ-1 for CalEnviroScreen percentile scores for all census tracts in Santa Fe Springs Planning Area.

On this basis, eight census tracts within the Santa Fe Springs Planning Area are classified as Disadvantaged Communities (5028.02, 5027.00, 5029.02, 5023.01, 5023.02, 5031.04, 5030.00, and 5031.05). Figure EJ-1 identifies the location of these disadvantaged tracts and residential uses located in census tracts that have available CalEnviroScreen 3.0 data.

CalEnviroScreen Score

When reporting the degree of burden a disadvantaged community bears, a high CalEnviroScreen score represents an undesirable condition.

Table EJ-1: CalEnviroScreen 3.0 Percentile Scores

Percentiles and Indicators	City of Santa Fe Springs					Sphere of Influence									
	Not a DAC	Census Tracts Identified as Disadvantaged Communities (DAC) ¹													
		Census Tracts 50XX.XX													
	28.01	28.02	27.00	29.02	23.01	23.02	30.00	31.04	31.05	31.03					
CalEnviroScreen 3.0 Percentile	70	92	91	95	95	95	96	80	76	71					
Pollution Indicators Percentile	95	94	99	95	98	95	93	81	71	71					
Population Characteristics Percentile	41	77	58	81	74	81	75	68	70	61					

Source: CalEnviroScreen 3.0 the Office of Environmental Health Hazard Assessment, June 2020.

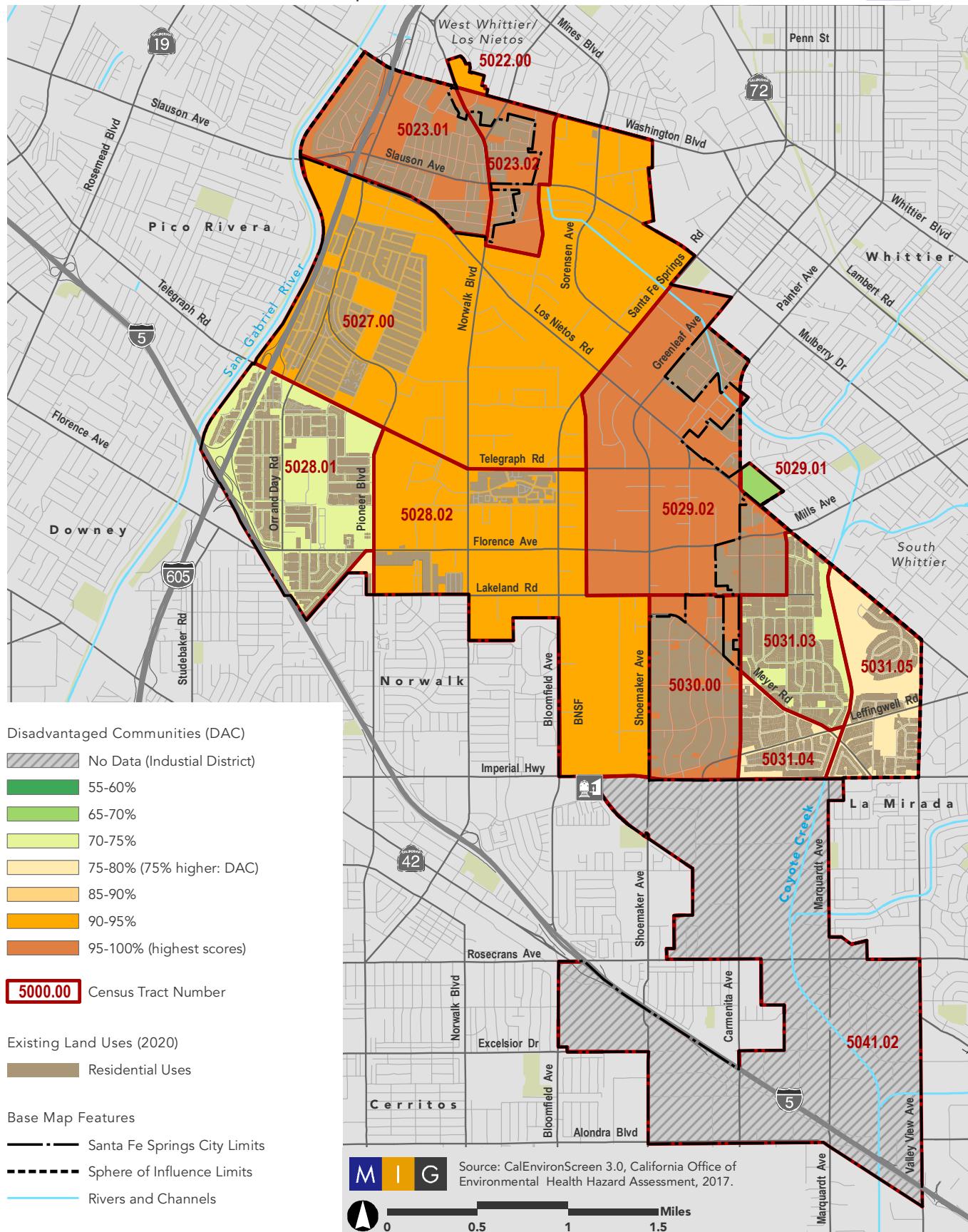
Note: 1) Census tracts with a CES 3.0 percentile of 75 or greater is highlighted in red, indicating these areas are within the top 25 percentiles in the State are considered disadvantaged communities. Census Tracts 5028.01 and 5029.01 are below the percentile score of 75.

2) Census Tract 5030.00 has the majority of residential population within the South Whittier Sphere of Influence. Only a few residential units are in the City of Santa Fe Springs. Although Census Tract 5029.02 is primarily in the City, the majority of the residential units are in the South Whittier Sphere of Influence. Census Tracts 5023.01 and 5023.02 have residential units primarily in the West Whittier/Los Nietos Sphere of Influence; some residential units and smaller neighborhoods are in the City of Santa Fe Springs. Census Tract 5022.00 includes only a shopping center and does not have any residential units in the City. The remaining Census Tract is within the West Whittier/Los Nietos County Unincorporated area but not within Santa Fe Springs Sphere of Influence.

Figure EJ-1: Disadvantaged Communities



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Demographics of Santa Fe Springs Disadvantaged Communities

Race and Ethnicity

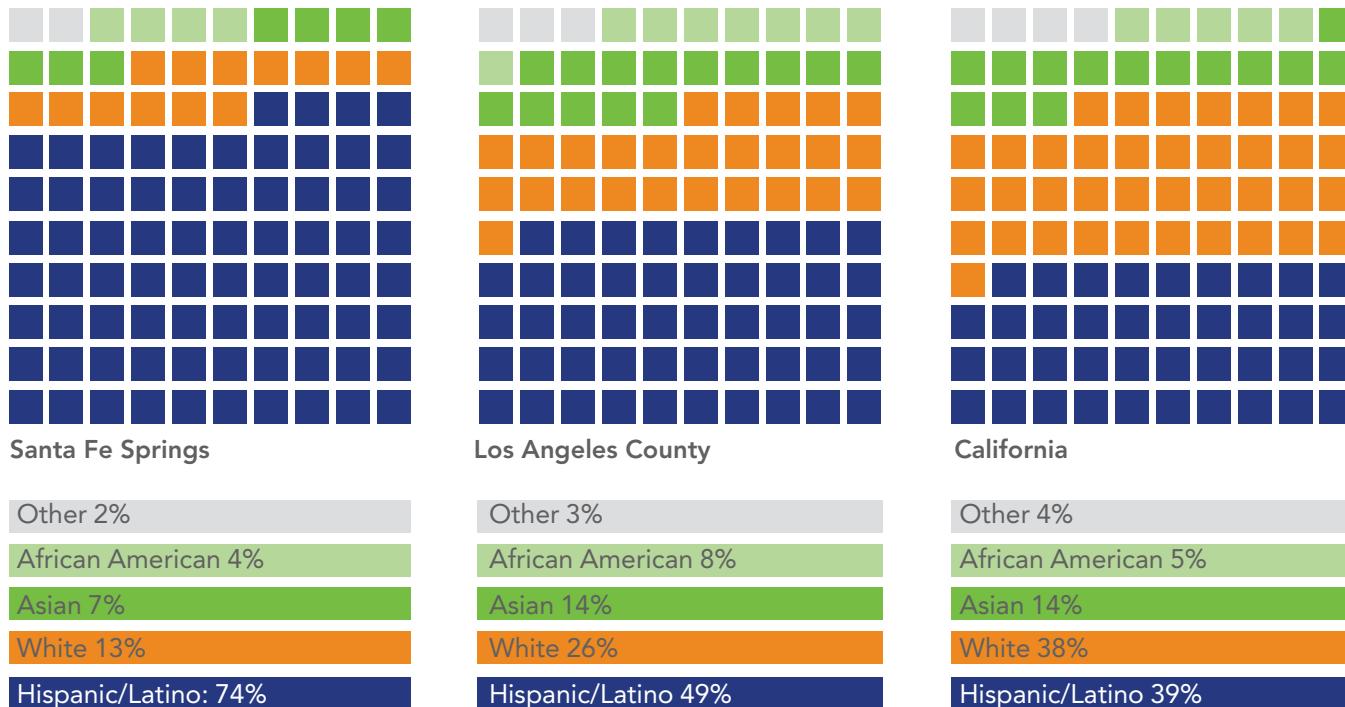
The population in Santa Fe Springs is predominantly of Hispanic or Latino origin (74 percent), a proportion higher than that of Los Angeles County (49 percent) and California (39 percent). Most Hispanic residents (69 percent) are of Mexican descent (Figure EJ-2).

Fifty-five percent of the total growth in population since 2010 has been of people of Asian descent. This corresponds with trends in many parts of east Los Angeles County.

Language Skills and English-Speaking Ability

Nearly 57 percent of Santa Fe Springs residents speak a language other than English. This includes 49 percent of all Santa Fe Springs residents who speak Spanish and 6.5 percent who speak an Asian or Pacific Islander language. Among those who speak Spanish, nearly 68 percent also speak English very well but significantly, 32 percent speak English less than very well. A similar pattern exists among Asian and Pacific Islander language speakers, where nearly 69 percent also speak English very well and 31 percent speak English less than very well. Unless they are part of a household with others who are proficient English speakers, those who speak English less than very well could be linguistically isolated from the overall Santa Fe Springs community.

Figure EJ-2: Race and Ethnicity (2019)



Source: U.S. Census Bureau, American Community Survey 2014-2019 5-Year Estimates, 2020.

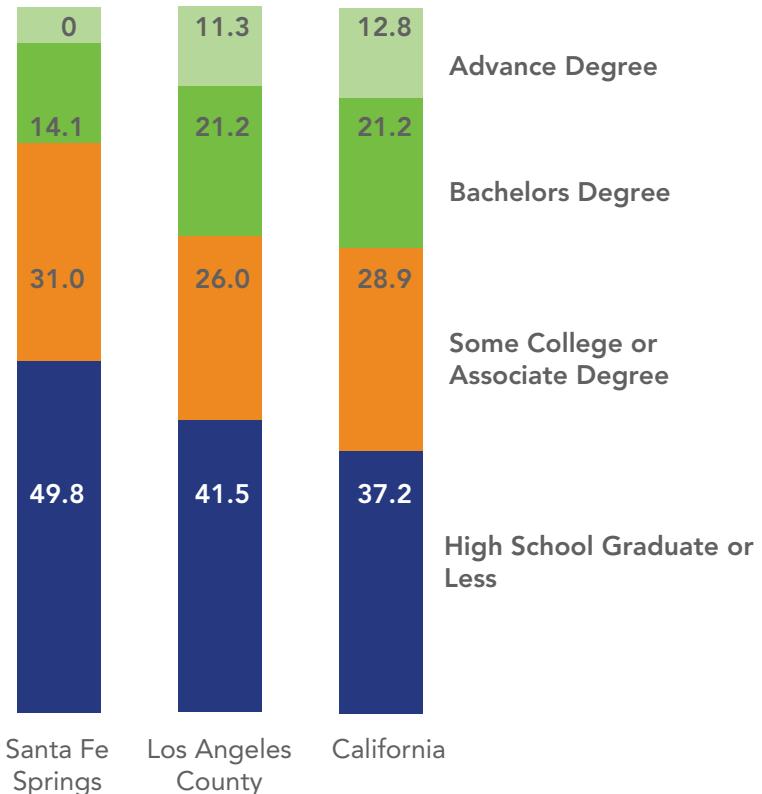
Note: Each square represents a percentage point. Each color represents a race or ethnicity based on the legends identified above.



Educational Attainment

Educational attainment is one of the CalEnviroScreen indicators. According to the Bureau of Labor Statistics, a population that has a high percentage of residents without a high school diploma, or equivalent, can be expected to earn less and experience higher unemployment rates. As shown in Figure EJ-3, 83 percent of Santa Fe Springs residents have at least a high school diploma (or equivalent), compared to 79 percent and 81 percent for Los Angeles County and California, respectively. However, although the percentage of Santa Fe Springs residents without a high school diploma or equivalent is lower (19 percent) than in Los Angeles County (27 percent) and California (10 percent), residents with a Bachelor's degree of higher drops off to almost half, at 17 percent of the County and State percentages (32 percent and 33 percent, respectively).

Figure EJ-3: Educational Attainment



Source: U.S. Census Bureau, American Community Survey 2014-2019 5-Year Estimates, 2020.



Santa Fe Springs Community Services Department provides an assortment of family services and programming for residents.



Environmental Justice Concerns

As a primarily industrial city, the concerns and challenges facing Santa Fe Springs' residential neighborhoods are readily apparent. Some neighborhoods are directly abutting industrial uses and railroad lines. Other neighborhoods are within several hundred feet of the I-605 and I-5 freeways, while truck and vehicle traffic can emit emissions affecting residential areas abutting major roadways. The community has experienced the impacts of the contaminated groundwater caused by prior industrial practices in neighboring cities. Some of the socioeconomic concerns include some levels of poverty and, with a high concentration of Hispanic/Latino population, there are some limited English-speaking households.

The following are the environmental, socioeconomic, and health issues that can impact environmental justice communities.

Pollution Burden

One of the indicators used to designate a disadvantaged community is pollution burden. The pollution burden is calculated by measuring the average of exposure and environmental effects within the disadvantaged communities. The Cleanup Sites, Toxic Release Inventory, Solid Waste Facilities, and PM_{2.5} are the pollution burdens receiving the most focus due to their higher composite scores and wide distribution of burden.

Tract 5041.02 contains the City's southern industrial region, but due to its very low residential population, a composite score was not determined and therefore excluded from the CalEnviroScreen analysis. Although not shown on Table EJ-2, this area would show pollution indicators that are among the top two percent of all census tracts in the State. Tract 5028.01 in the City and tract 5031.03 in the Sphere of Influence are the only populated areas not designated as disadvantaged communities. Although not designated as a disadvantaged community, census tract 5028.01, which encompasses the area around Santa Fe High School, has a pollution burden score that is within the top five percent ranking in the State, at the 95th percentile. Tract 5027, among the eight DAC census tracts, is within the top one percent, at 99th percentile.

All pollution indicators above 75, placing them at the top 25 percent of census tracts in California, are described and summarized in Table EJ-2.



There are nearly 200 active oil wells in the community with some in residential areas.

Cleanup Sites



Brownfield sites containing hazardous substances are areas that suffer from environmental degradation that can lead to severe health problems. While some sites may be undergoing cleanup actions by governmental authorities or property owners, others may experience delays due to high costs, lawsuits, and concerns regarding cleanup. The overall composite percentile score of 91 is high, but four of the individual census tracts are considerably higher, including tract 5027 with a pollution burden score at the 100th percentile.

Toxic Release Inventory



Elevated levels of hazardous cancer-causing air pollutants have been found in areas where industrial facilities are sited. Accidental chemical releases can exacerbate pollution exposure and can lead to a variety of detrimental health problems. The toxic release inventory indicator represents modeled air concentration of chemical releases from large facility emissions in and nearby the census tract. This indicator takes the air concentration and toxicity of the chemical to determine the toxic release score. As Table EJ-2 indicates, toxic release constitutes a significant pollution burden in all eight of the DAC census tracts.

PM_{2.5}



Small particulate matter (PM_{2.5}) are fine inhalable particles with diameters generally 2.5 micrometers and smaller. PM_{2.5} can originate from a variety of sources such as emissions from cars and trucks, industrial facilities, and wood burning. Fine particulate pollution causes heart and lung disease and can lead to increased mortality. As shown in Table EJ-2, this pollution burden extends across the entire city.

Hazardous Waste



Hazardous waste is potentially dangerous or harmful to human health or the environment. Potential health effects associated with living in proximity to hazardous waste processing and disposal sites include diabetes and cardiovascular disease.

Solid Waste Sites and Facilities



Old, noncompliant, or abandoned solid waste disposal sites can release waste gases such as methane and carbon dioxide for decades after site closure. Exposure to landfill leachate can have adverse impacts on reproductive and respiratory systems. With a composite percentile score of 84, solid waste sites and facilities is the third most significant pollution burden in Santa Fe Springs. Tract 5029.02 is at the 95th percentile.

Groundwater Threats



Hazardous waste storage and disposal sites can negatively impact soil, groundwater (drinking water), and air quality, leading to a wide array of negative health impacts. The groundwater threats indicator has a lower overall composite score of 70, but four of the eight DAC census tracts have very high percentile scores in the 90th to 98th percentile range.



As shown in Table EJ-2 and Figures EJ-4 and EJ-5, the concentration and density in Santa Fe Springs of pollution burden indicators, sites, sources, and facilities holding contaminants rank among the top five percent in the State per the CalEnviroScreen 3.0 report. The positive effects that otherwise would be expected from the City's sterling park and recreation system, historic heritage, comprehensive community services, large employment base, pool of entrepreneurs, and enviable location contrast with negative conditions associated with environmental factors which can adversely impact community health and residents' potential for higher economic achievement.

The six pollution indicators described above are ranked at highest scores (95 to 100) out of more than 8,000 census tracts in California. With the exception of PM_{2.5}, the description suggests that proximity of residents to these sites are contributing factors.

According to analysis that overlays the data onto maps, nearly 2,000 homes in Santa Fe Springs are located within 500 feet of an industrial use, affecting approximately 5,000 persons (28 percent of City residents). Over 1,500 homes with nearly 5,500 persons lie within 1,000 feet of I-5 and I-605. Over 1,800 homes with nearly 4,500 residents are within 500 feet of a businesses that handles and/or releases hazardous waste.

Table EJ-2: CalEnviroScreen 3.0 Percentile Scores

Pollution Burden Percentiles and Indicators	City of Santa Fe Springs					Sphere of Influence									
	Not a DAC	Census Tracts Identified as Disadvantaged Communities (DAC)													
		Census Tracts 50XX.XX													
	28.01	28.02	27.00	29.02	23.01	30.00	23.02	31.04	31.05	31.03					
Pollution Indicators	95	94	99	95	98	93	95	81	71	71					
Cleanup Sites	77	98	100	99	93	93	97	78	69	49					
Hazardous Waste	73	89	100	95	99	74	99	31	32	18					
Groundwater Threats	45	98	96	95	70	89	90	39	2	41					
Solid Waste Facilities	68	85	93	95	71	29	71	87	88	79					
Toxic Release Inventory	85	83	87	85	89	82	89	82	82	82					
PM _{2.5}	82	82	82	82	82	82	82	82	82	82					
Traffic	96	51	82	39	88	34	47	27	32	32					
Diesel PM	80	63	73	57	64	72	61	83	58	60					
Drinking Water	61	61	88	65	88	53	89	52	60	60					
Ozone	53	53	53	53	53	53	53	53	53	53					
Impaired Water Bodies	41	0	41	29	41	29	0	29	29	29					
Pesticides	0	0	0	0	0	0	0	0	0	0					

Source: CalEnviroScreen 3.0 the Office of Environmental Health Hazard Assessment, June 2018.

Note: Census tracts with a pollution burden percentile of 75 or greater is highlighted in red, indicating these areas are within the top 25 percentiles in the State regarding pollution burdens.

Figure EJ-4: Pollution Burdens Scoring



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