



City of Santa Fe Springs

Planning Commission Meeting

AGENDA

FOR THE REGULAR MEETING OF THE
PLANNING COMMISSION
December 14, 2020
6:00 p.m.

VIA TELECONFERENCE

Council Chambers
11710 Telegraph Road
Santa Fe Springs, CA 90670

Frank Ybarra, Chairperson
Ken Arnold, Vice Chairperson
Ralph Aranda, Commissioner
Francis Carbajal, Commissioner
Gabriel Jimenez, Commissioner

*****GOVERNOR'S EXECUTIVE ORDER N-29-20*****
****REGARDING CORONAVIRUS COVID-19****

On March 4, 2020, Governor Newsom proclaimed a State of Emergency to exist in California as a result of the threat of COVID-19. The Governor has issued Executive Orders that temporarily suspend requirements of the Brown Act, including allowing the Planning Commission to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public.

You may attend the Planning Commission meeting telephonically or electronically using the following means:

Electronically using Zoom

Go to Zoom.us and click on “Join A Meeting” or use the following link:

<https://zoom.us/j/558333944?pwd=b0FqbKV2aDZneVRnQ3BjYU12SmJIQT09>

Zoom Meeting ID: 558 333 944

Password: 554545

Telephonically

Dial: 888-475-4499

Meeting ID: 558 333 944

PUBLIC COMMENTS may be submitted in writing to the Planning Administrative Clerk at AnhWood@santafesprings.org. Please submit your written comments by 4:00 p.m. on the day of the Planning Commission Meeting. You may also contact the Planning Department at (562) 868-0511 ext. 7550.

1. CALL TO ORDER**2. PLEDGE OF ALLEGIANCE****3. ROLL CALL**

Commissioners Aranda, Arnold, Carbajal, Jimenez, and Ybarra.

4. ORAL COMMUNICATIONS

This is the time for public comment on any matter that is not on today's agenda. Anyone wishing to speak on an agenda item is asked to please comment at the time the item is considered by the Planning Commission.

5. MINUTES

Approval of the minutes for the November 9, 2020 Planning Commission meeting

6. PUBLIC HEARING

Categorically Exempt - CEQA Guidelines Section 15301, Class 1
Conditional Use Permit Case No. 814

A request for a ten-year approval to allow the ongoing operation and maintenance of an existing Wireless Telecommunications Facility, (47'-6" tall mono-palm) on property located at 10536 Painter Avenue (APN: 8011-013-030), within the M-2, Heavy Manufacturing, Zone. (Synergy a Division of Advantages Engineering on behalf of T-Mobile West, LLC)

7. NEW BUSINESS – Continued from the November 9, 2020 Planning Commission Meeting

Statutorily Exempt - CEQA Guidelines Section 15262
City of Santa Fe Springs Active Transportation Plan

8. CONSENT ITEMS

Consent Agenda items are considered routine matters which may be enacted by one motion and roll call vote. Any item may be removed from the Consent Agenda and considered separately by the Planning Commission.

A. CONSENT ITEM

Conditional Use Permit Case No. 797-1

A compliance review to allow the continued maintenance and operation of an indoor badminton facility at 11323 Shoemaker Avenue (APN: 8026-001-057 & 8026-001-058 within the M-1-PD, Light Manufacturing – Planned Development, Zone. (SFS Badminton Club)

B. CONSENT ITEM

Conditional Use Permit Case No. 803-1

A compliance review to allow for the continued operation, and maintenance of a gymnastics studio use located at 10829 Shoemaker Avenue (APN: 8011-016-016), within the M-2, Heavy Manufacturing, Zone. (Majestic Gymnastics)

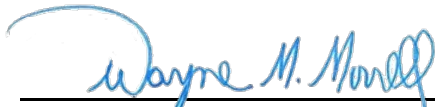
9. SPECIAL BUSINESSCitywide Photo Contest – Planning Commission Selections**10. ANNOUNCEMENTS**

- ♦ Commissioners
- ♦ Staff

11. ADJOURNMENT

Americans with Disabilities Act: In compliance with the ADA, if you need special assistance to participate in a City meeting or other services offered by this City, please contact the Planning Department. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

I, Wayne M. Morrell, hereby certify under penalty of perjury under the laws of the State of California, that the foregoing agenda has been posted at the following locations; city's website at www.santafesprings.com; City Hall (Entrance Window), 11710 Telegraph Road; and the Town Center Plaza (Kiosk), 11740 Telegraph Road, not less than 72 hours prior to the meeting.



Acting Planning Secretary

December 8, 2020
Date



APPROVED:

MINUTES OF THE REGULAR MEETING OF THE SANTA FE SPRINGS PLANNING COMMISSION

November 9, 2020

1. CALL TO ORDER

Chair Ybarra called the meeting to order at 6:00 p.m.

2. PLEDGE OF ALLEGIANCE

Chair Ybarra led everyone in the Pledge of Allegiance.

3. ROLL CALL

Members present:

Chairperson Ybarra
Vice Chairperson Arnold
Commissioner Aranda
Commissioner Carbajal
Commissioner Jimenez

Staff:

Richard L. Adams II, City Attorney
Kathya M. Firlik, City Attorney
Wayne Morrell, Director of Planning
Laurel Reimer, Planning Consultant
Vince Velasco, Associate Planner
Claudia Jimenez, Assistant Planner
Teresa Cavallo, Planning Secretary
Fernando Munoz, City Clerk Technician

Council: None

Members absent: None

4. ORAL COMMUNICATIONS

None

Planning Secretary Teresa Cavallo conducted a second roll call to confirm that all Planning Commissioners were in attendance.

5. MINUTES

Approval of the minutes for the October 12, 2020 Planning Commission meeting

It was moved by Vice Chair Arnold, seconded by Commissioner Jimenez to approve the

minutes as submitted, with the following vote:

Ayes: Aranda, Arnold, Jimenez, Carbajal, and Ybarra

Nays: None

Absent: None

NEW BUSINESS

6. NEW BUSINESS

Categorically Exempt - CEQA Guidelines Section 15301, Class 1

Modification Permit (MOD) Case No. 1336

Recommendation: That the Planning Commission:

- Find and determine that the proposed project will not be detrimental to persons or properties in the surrounding area or to the City in general, and will be in conformance with the overall purpose and objective of the Zoning Ordinance and consistent with the goals, policies and program of the City's General Plan; and
- Find that the applicant's MOD request meets the criteria set forth in §155.694 of the City's Zoning Ordinance, for the granting of a Modification Permit in residential zones; and
- Find and determine that pursuant to Section 15301, Class 1 (Existing Facilities) of the California Environmental Quality Act (CEQA), the project is Categorically Exempt; and
- Approve Modification Permit Case No. 1336, subject to the conditions of approval as contained within Resolution No. 176-2020; and
- Adopt Resolution No. 176-2020, which incorporates the Planning Commission's findings and actions regarding this matter.

Chair Ybarra called upon Associate Planner Vince Velasco to present Item No. 6. The applicant Irma Ruvalcaba was present via Zoom.

Chair Ybarra called upon the Planning Commissioners for questions or comments.

Vice Chair Arnold inquired about the parking space in front of the garage. Associate Planner Vince Velasco informed the Planning Commissioners that parking stalls are not part of the Modification Permit. The parking space was reflected on the plans as part of the Accessory Dwelling Unit compliance.

A discussion ensued about parking requirements for ADU's.

Commissioner Aranda inquired about ADU access once breezeway is enclosed. Homeowner Irma Ruvalcaba responded via chat on Zoom that there is a side gate located at the rear of the ADU.

Chair Ybarra opened hearing for public comment and requested if anyone from the audience would like to speak on Item No. 6. There being no one else from the audience wishing to speak and the Planning Commissioners having no further questions, Chair Ybarra requested a motion and second for Item No. 6.

It was moved by Commissioner Aranda, seconded Vice Chair Arnold to approve

Modification Permit (MOD) Case No. 1336, and the recommendations regarding these entitlements, which passed by the following roll call vote:

Ayes: Aranda, Arnold, Carbajal, Jimenez, and Ybarra

Nays: None

Absent: None

7. NEW BUSINESS

Statutorily Exempt - CEQA Guidelines Section 15262

City of Santa Fe Springs Active Transportation Plan

Recommendation: That the Planning Commission:

- Find and determine that the project is Statutorily Exempt pursuant to Section 15262 of the California Environmental Quality Act (CEQA); and
- Adopt Resolution No. 177-2020 to recommend that the City Council adopt the City of Santa Fe Springs Active Transportation Plan.

Chair Ybarra called upon Planning Consultant Laurel Reimer to present Item No. 7.

Chair Ybarra called upon the Planning Commissioners for questions or comments.

Chair Ybarra inquired about electrical scooters, skateboards, and bikes and if a speed limits have been set. Planning Consultant Laurel Reimer responded that the speed limits are set by CalTrans.

A discussion ensued regarding speed limits and speed limit postings.

Commissioner Aranda commented on the ALTA Map. Commissioner Aranda noted various routes not being addressed correctly and concerns that he saw with the map.

It was also noted that this map would be use to consider a bike lane whenever the City resurfaced a City street.

Vice Chair Arnold thanked the City for not considering Telegraph Road. Planning Consultant Laurel Reimer replied that Telegraph wasn't even considered due to the collision rate and posted speed limits. Ms. Reimer did indicate that Florence currently has a bike lane but most likely will disappear once all road construction is completed sometime next year.

Commissioner Jimenez complimented Commissioner Aranda, and Vice Chair Arnold for their insightful questions and Planning Consultant Laurel Reimer for all her hard work.

There being no one from the audience wishing to speak and the Planning Commissioners having no further questions, Chair Ybarra requested a motion and second for Item No. 7.

A motion was made by Commissioner Jimenez, seconded by Chair Ybarra to recommend that the City Council approve the City of Santa Fe Springs Active Transportation Plan with the Planning Commissioner's comments, and the recommendations regarding this

entitlement, which did not pass by the following roll call vote:

Ayes: Jimenez, and Ybarra
Nays: Aranda, and Arnold
Absent: Carbajal

A discussion ensued about tabling this item to another Planning Commission meeting. Planning Consultant Laurel Reimer informed the Planning Commission that is was a grant funded report being presented before the City Council at the December 10, 2020 Council meeting to receive feedback and comments.

Chair Ybarra requested a motion and second on Item No. 7.

A motion was made by Vice Chair Arnold, seconded by Chair Aranda to not recommend the City of Santa Fe Springs Active Transportation Plan to the City Council based on the Planning Commission's comments and concerns, which passed by the following roll call vote:

Ayes: Aranda, Arnold, Jimenez, and Ybarra
Nays: None
Absent: Carbajal

8. ANNOUNCEMENTS

Commissioners:

Vice Chair Arnold wished everyone a Happy Thanksgiving and Veteran's Day.

Commissioner Aranda thanked staff for their presentations and informed everyone that due to the City Elections this may be his last meeting and thanked everyone for their support.

Commissioner Jimenez thanked Ralph for his service and that is was a pleasure working with Commissioner Aranda.

Commissioner Jimenez wished everyone a Happy Thanksgiving and Compliments of the Season.

Chair Ybarra encouraged everyone to attend the Dodger's Celebratory Parade.

Staff:

Planning Secretary Teresa Cavallo informed the Planning Commissioners that she will be going on medical leave and in her absence City Clerk Technician Fernando Munoz would be assuming her responsibilities for the Planning Commission.

Planning Consultant Laurel Reimer informed the Planning Commissioners that she will be going on maternity leave.

City Attorney Richard Adams, II introduced City Attorney Kathya Firlik who will be

stepping in from time to time to cover for Mr. Adams.

Planning Consultant Laurel Reimer also invited the Planning Commissioners to join staff on Thursday, November 12th for the City's Joint City Council and Planning Commission Study Session for General Plan.

9. ADJOURNMENT

Chair Ybarra adjourned the meeting at 7:32 p.m. to the next regular Planning Commission meeting scheduled for December 14, 2020, at 6:00 p.m.

ATTEST:

Wayne M. Morrell
Director of Planning

Frank Ybarra
Chair

Date



PUBLIC HEARING

Categorically Exempt - CEQA Guidelines Section 15301, Class 1

Conditional Use Permit Case No. 814

A request for a ten-year approval to allow the ongoing operation and maintenance of an existing Wireless Telecommunications Facility, (47'-6" tall mono-palm) on property located at 10536 Painter Avenue (APN: 8011-013-030), within the M-2, Heavy Manufacturing, Zone. (Synergy a Division of Advantages Engineering on behalf of T-Mobile West, LLC)

RECOMMENDATIONS

- Open the Public Hearing and receive any comments from the public regarding Conditional Use Permit Case No. 814 and thereafter, close the Public Hearing; and
- Find and determine that the proposed project will not be detrimental to persons or properties in the surrounding area or to the City in general, and will be in conformance with the overall purpose and objective of the Zoning Ordinance and will be consistent with the goals, policies and programs of the City's General Plan; and
- Find that the applicant's CUP request meets the criteria set forth in §155.716 of the Zoning Ordinance for the granting of a Conditional Use Permit; and
- Find and determine that pursuant to Section 15301, Class 1 (Existing Facilities), of the California Environmental Quality Act (CEQA), this project is Categorically Exempt; and
- Approve Conditional Use Permit Case No. 814, subject to the conditions of approval as contained within Resolution No. 178-2020; and
- Adopt Resolution No. 178-2020, which incorporates the Planning Commission's findings and actions regarding this matter.

GENERAL INFORMATION

- A. Applicant: Synergy a Division of Advantages Engineering
Attn: Jillianne Newcomer
2500 Red Hill, Suite 240
Santa Ana, CA 92705
- B. Facility Owner: Phoenix Tower International
Attn: Loni Wong
999 Yamato Road, Suite 100
Boca Raton, FL, 33431

- C. Wireless Carrier: T-Mobile West, LLC
Attn: Duan Dao
2008 McGaw Avenue
Irvine, CA 92614
- D. Property Owner: Lockart Painter
10532 Painter Avenue
Santa Fe Springs, CA 90670
- E. Subject Property: 10536 Painter Avenue
Santa Fe Springs, CA 90670
APN: 8011-013-030
- F. Existing Zone: M-2, Heavy Manufacturing
- G. General Plan: Industrial
- H. CEQA Status: Categorically Exempt (Class 1)
- I. Staff Contact: Claudia Jimenez, Assistant Planner
claudiajimenez@santafesprings.org

BACKGROUND

The subject wireless telecommunications facility was first approved in 2008 via a building permit, which permitted a 47'-6" tall mono-palm antenna and associated equipment. The 10532 Painter Avenue address was initially assigned to the subject wireless telecommunication facility in 2008, however, the building permit file reflects an address of 10536 Painter for all modifications done on this facility. Therefore, moving forward, all modifications will utilize the 10536 Painter Avenue address.

When the subject mono-palm was initially approved, wireless telecommunications facilities were only regulated by an adopted set of guidelines, and numerous facilities that had met certain requirements were allowed to be constructed without obtaining a Conditional Use Permit. On September 28, 2017, the City Council adopted Ordinance No. 1090, which incorporated Chapter 157 (Wireless Telecommunications Facilities) into the City's Municipal Code. Chapter 157 established a comprehensive list of regulations and standards for the permitting, placement, design, installation, operation, and maintenance of wireless telecommunications facilities throughout Santa Fe Springs. Pursuant to §157.04(A), all wireless telecommunications facilities are now required to obtain a Conditional Use Permit.

Synergy a Division of Advantage Engineering, on behalf of T-Mobile West, LLC, is seeking approval for a new Conditional Use Permit (CUP 814), which includes the following improvements:

- Remove (1) DUS41, Replace (1) Diplexer cabinet with 6160 support cabinet and B160 space, Add (3) Andrew –SUMWDP– 06516 – XDM (Dual) and (3) 5' 12 Port Commscope – FFV4 – 65A-RA Antennas, 1 per sector, (3) Air 32DB,
- Add (1) BB630 for N600, utilize existing BB6630 for LTE, (3) RRU 4449
- Install behind/near OCTO Antenna, 1 per sector, (12) 4.3 – 10 to 4.3 -10 Coax Jumpers, 4 per sector, (3) Air 6449 B41 2.5 GHZ NR Antenna, (3) Radio 4424 B25 for 2X L19 mixed mode with U19 on MB Ports of 12 port antenna, (3) Radio 4415 B66for L21, on BMU19 Ports of 12 Port Antenna, (24) 4.3 -10 to 4.3 – 10 Coax jumpers for 4424 and 4415'S,
- Re-use fibers for 4415S and 4424, (4) BB in 6160, (3) new BB6630 and 4424
- Re-use DC from Air 32DB, (4) BB in 6160, 3 new BB6630 for Air6449 LTE, 1 new BB6648 for Air6449 NR, (1) GPS upgrade kit inside main cabinet: 8 port GPS Splitter/Cables/OVP, new DC/Fiber connections for Air 6449 terminates in 6160, (2) 6 x 12 HCS Cable 6AWG 30M,
- Upgrade CSR to IXRE Router, and add voltage booster PSU 4813 in 6160 to an existing monopalm wireless telecommunications facility.

Since the existing wireless mono-palm does not currently have a valid Conditional Use Permit, as required by §157.04 (A) and §157.10 of the Santa Fe Springs Municipal Code, Synergy a Division of Advantage Engineering, on behalf of T-Mobile West, LLC is seeking consideration and a 10-year approval of the subject Conditional Use Permit.

STREETS AND HIGHWAYS

The subject property is located on the east side of Painter Avenue. Painter Avenue is designated as "Secondary Arterial", within the Circulation Element of the City's General Plan.

ZONING & GENERAL PLAN LAND USE DESIGNATION

The subject property is zoned M-2 (Heavy Manufacturing). The property also has a General Plan Land Use designation of Industrial. The proposed wireless telecommunication facility, provided that a CUP is obtained, is consistent with both the Zoning and General Plan designation of the subject property.

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 and 65091 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.864 of the City's Municipal Code.

Legal notice of the Public Hearing for the proposed project was sent by first class mail on December 1, 2020 to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property. The legal notice was also posted at the City's Town Center kiosk on December 1, 2020, and published in a newspaper of general circulation (Whittier Daily News) on December 1, 2020 as required by the State Zoning and Development Laws

and by the City's Zoning Ordinance. As of the date of this report, staff has not received any comments and/or inquiries regarding the proposed project.

It should be noted that due to the recent Covid-19 (coronavirus) outbreak, Governor Newsome issued Executive Order N-25-20 on March 4, 2020 to temporarily suspend requirements of the Brown Act, which allows the City to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public. All public hearing notices thus also clarified that the upcoming Planning Commission meeting will be held by teleconference since City Hall, including Council Chambers, is currently closed to the public.

The following link to the Zoom meeting, along with the meeting ID, password, and dial in information was also provided:

Electronically using Zoom

Go to Zoom.us and click on "Join A Meeting" or use the following link:

<https://zoom.us/j/558333944?pwd=b0FqbKv2aDZneVRnQ3BjYU12SmJIQT09>

Zoom Meeting ID: 558 333 944

Password: 554545

Telephonically

Dial: 888-475-4499

Meeting ID: 558 333 944

ZONING REQUIREMENTS

Section 157.04 of the City's Municipal Code requires that all wireless telecommunications facilities have a valid Conditional Use Permit. The procedures set forth in Section 155.711 of the Zoning Ordinance states that the purpose of the Conditional Use Permit is to allow proper integration of uses into the community which may only be suitable in specific locations or only if such uses are designed or constructed in a particular manner on the site, and under certain conditions. A Conditional Use Permit may be granted only for uses listed as conditional uses in the various zones, and for such other uses as are set forth in other provisions of this chapter as requiring said permit.

ENVIRONMENTAL DOCUMENT

Staff finds that the wireless telecommunications facility Conditional Use Permit meets the criteria for a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA), Section 15301, Class 1 (Existing Facilities). The proposed project involves only minor modifications of existing equipment related to an existing wireless telecommunications facility for technology related upgrades and no expansion of the subject facility is proposed. Consequently, no further environmental documents are required.

AUTHORITY OF PLANNING COMMISSION

The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Ordinance, to grant a Conditional Use Permit when it has been found that said approval is consistent with the requirements, intent and purpose of the City's Zoning Ordinance. The Commission may grant, conditionally grant or deny a Conditional Use Permit based on the evidence submitted and its own study and knowledge of the circumstances. All conditions of approval shall: be binding upon the applicants, their successors and assigns; run with the land; limit and control the issuance and validity of certificates of occupancy; and restrict and limit the construction, location, use and maintenance of all land and structures within the development.

CRITERIA FOR GRANTING A CONDITIONAL USE PERMIT

The Commission should note that in accordance with Section 155.716 of the City's Zoning Ordinance, before granting a Conditional Use Permit, the Commission shall give consideration to the following:

- A) Satisfy itself that the proposed use will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.
- B) Give due consideration to the appearance of any proposed structure and may require revised architectural treatment if deemed necessary to preserve the general appearance and welfare of the community.

STAFF CONSIDERATIONS

Based on the findings set forth within Resolution No. 178-2020 (see Attachment 6, staff finds that the applicant's request meets the criteria set forth in §155.716 for the granting of a Conditional Use Permit. Staff is, therefore, recommending approval of Conditional Use Permit Case No. 814, subject to the conditions of approval.

CONDITIONS OF APPROVAL

Conditions of approval for CUP 814 are attached to Resolution 178-2020 as Exhibit A.



Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Public Hearing Notice
3. Radius Map for Public Hearing Notice
4. Site Pictures
5. Photo Sims
6. Resolution No.178-2020
 - a. Exhibit A – Conditions of Approval
7. Project Plans

Attachment 1: Aerial Photograph



Conditional Use Permit Case No. 814
10536 Painter Avenue
Synergy a Division of Advantages
Engineers on behalf of T-Mobile

Attachment 2: Public Hearing Notice

CITY OF ~~SANTA FE~~ SPRINGS
NOTICE OF PUBLIC HEARING
CONDITIONAL USE PERMIT CASE NO. 814

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Santa Fe Springs will hold a Public Hearing to consider the following:

CONDITIONAL USE PERMIT CASE NO. 814: A request that the Planning Commission approval of Conditional Use Permit Case No. 814, a request for a ten-year approval to allow the ongoing operation and maintenance of an existing Wireless Telecommunications Facility

APPLICANT / PROJECT LOCATION: Synergy a Division of Advantage Engineering on behalf of T-Mobile West, LLC 10536 Painter Avenue aka 10532 Painter Avenue (APN: 8011-013-030)

ENVIRONMENTAL DOCUMENT: The project is categorically exempt pursuant to Section 15301 Class 1 (existing facilities) of the California Environmental Quality Act (CEQA). The project site is not listed on the Hazardous Waste and Substance Site List (~~Cortese~~ List) as set forth in Government Code Section 65962.5.

THE HEARING will be held on **Monday, December 14, 2020 at 6:00 p.m.** Governor Newsom issued Executive Order N-25-20 on March 4, 2020 to temporarily suspend requirements of the Brown Act, which allows the City to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public. Please be advised that until further notice, Planning Commission meetings will be held by teleconference. City Hall, including Council Chambers, is closed to the public.

You may attend the meeting telephonically or electronically using the following means:

Electronically using Zoom

Go to Zoom.us and click on "Join A Meeting" or use the following link:

<https://zoom.us/j/55833944?pwd=b0FqbKV2aDZneVRnQ3BiYU12SmJlQT09>

Zoom Meeting ID: 558 333 944
Password: 554545

Telephonically

Dial: 888-475-4499
Meeting ID: 558 333 944

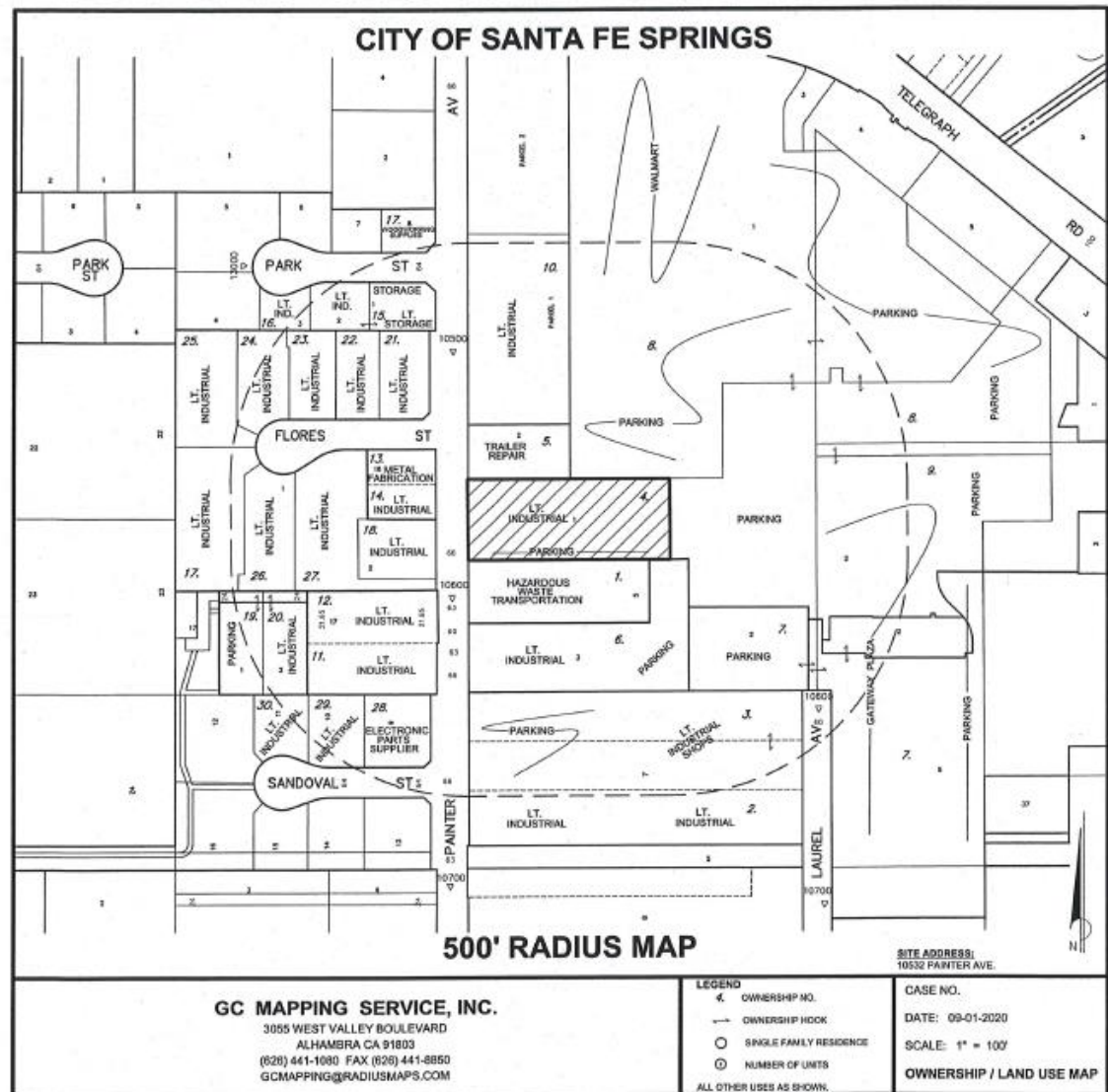
ALL INTERESTED PERSONS are invited to participate in the Planning Commission hearing and express their opinion on the item listed above. Please note that if you challenge the afore-mentioned item in court, you may be limited to raising only those issues raised at the Public Hearing, or in written correspondence received prior to the Public Hearing.

PUBLIC COMMENTS may be submitted in writing to the Planning Program Assistant at teresacavallo@santafesprings.org. Please submit your written comments by 4:00 p.m. on the day of the Planning Commission meeting. You may also contact the Planning Department at (562) 868-0511 ext. 7550.

FURTHER INFORMATION on this item may be obtained by e-mail: claudiajimenez@santafesprings.org.

Wayne M. Morrell
Director of Planning
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Attachment 3: Radius Map for Public Hearing Notice



Attachment 4: Site Pictures



Attachment 5: Photo Sims

LA92287A

10532 Painter Avenue ~ Santa Fe Springs, CA 90670

T-Mobile

View 1



Location Map



Existing



Proposed

Notes: Looking north at proposed project

- Proposed T-Mobile Antenna Modifications
- (N) T-Mobile Panel Antenna AIR3246 B66(M-MIMO)
 - (1) Per Sector (3) Sectors

Applicant

T-Mobile West LLC
4100 Guardian St., Suite 101
Simi Valley, CA 9306

Contact

Synergy Development
a division of Advantage Engineers
7543 Woodley Ave #201
Van Nuys, CA 91406
(818) 840-0808

Photographic Visualizations Provided By:

SolCal
SCDC LLC
SoCal Design Group
3555 W. Ardmore Way Suite A100252
Anthem, AZ 8508
www.solcal.com
(818) 225-9451
esawer@solcal.com

This photo simulation is being provided as a conceptual representation of the proposed antenna facility.
For exact dimensions and design, please refer to the site and related plans.
SCDC LLC (photographic) is not responsible for third-party's proprietary design changes.

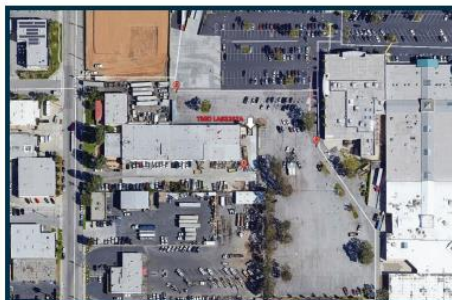
Revision Date: Jul. 23, 2019 04:54:40

LA92287A

10532 Painter Avenue ~ Santa Fe Springs, CA 90670

T-Mobile

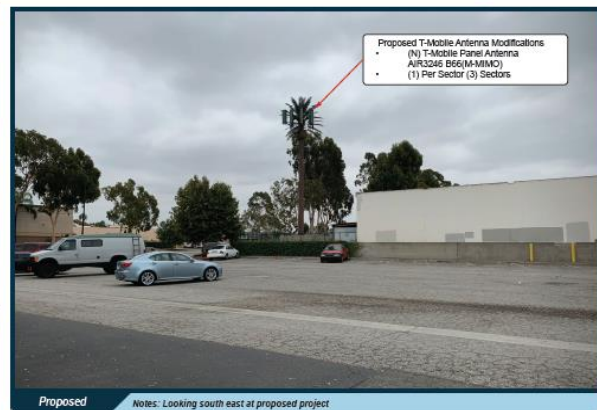
View 2



Location Map



Existing



Proposed

Notes: Looking south east at proposed project

- Proposed T-Mobile Antenna Modifications
- (N) T-Mobile Panel Antenna AIR3246 B66(M-MIMO)
 - (1) Per Sector (3) Sectors

Applicant

T-Mobile West LLC
4100 Guardian St., Suite 101
Simi Valley, CA 9306

Contact

Synergy Development
a division of Advantage Engineers
7543 Woodley Ave #201
Van Nuys, CA 91406
(818) 840-0808

Photographic Visualizations Provided By:

SolCal
SCDC LLC
SoCal Design Group
3555 W. Ardmore Way Suite A100252
Anthem, AZ 8508
www.solcal.com
(818) 225-9451
esawer@solcal.com

This photo simulation is being provided as a conceptual representation of the proposed antenna facility.
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Revision Date: Jul. 23, 2019 04:54:40

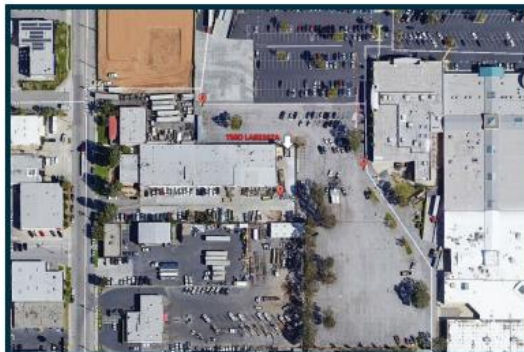
Attachment 5: Photo Sims (Cont.)

LA92287A

10532 Painter Avenue ~ Santa Fe Springs, CA 90670



View 3



Location Map



Existing



Proposed

Notes: Looking west at proposed project

Applicant

T-Mobile West LLC
4100 Guardian St., Suite 101
Simi Valley, CA 9306

Contact

Synergy Development
a division of Advantage Engineers
7543 Woodley Ave #201
Van Nuys, CA 91406
(818) 840-0808

Photographic Visualizations Provided By:

SoCal
SCDG LLC
SoCal Design Group

3855 W Arden Way Suite A100252
Arden, AZ 85088
www.scdgllc.com
(951) 225-5421
ctwarr@scdgllc.com

This photo visualization is being provided as a conceptual representation of the proposed wireless facility. For exact dimensions and design, please refer to the site plan. SCDC LLC and Advantage Engineers are not responsible for third-party reproduction of design changes.

Revision Date: Jul. 23, 2019 04:54:40

**Attachment 6: Resolution No. 178-2020 &
Exhibit A – Conditions of Approval**

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 178-2020
A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SANTA FE SPRINGS REGARDING
CONDITIONAL USE PERMIT CASE NO. 814

WHEREAS, A request for a ten-year approval to allow the ongoing operation and maintenance of an existing Wireless Telecommunications Facility, (47'-6" tall mono-palm) on property located at 10536 Painter Avenue (APN: 8011-013-030), within the M-2, Heavy Manufacturing, Zone; and

WHEREAS, the subject property is located on the east side of Painter Avenue, approximately 430 feet east of Painter Avenue, with an Accessor's Parcel Number of 8012-013-030, as shown in the latest rolls of the Los Angeles County Office of the Assessor; and

WHEREAS, the property owner is Lockart Painter, 10532 Painter Avenue, Santa Fe Springs, CA 90670; and

WHEREAS, the wireless telecommunications facility owner is Synergy a Division of Advantage Engineer, 2500 Red Hill, Suite 240, Santa Ana, CA 92618; and

WHEREAS, the wireless telecommunications facility carrier is T-Mobile West, LLC, 999 Yamato Road, Suite 100, Boca Raton, FL 33431; and

WHEREAS, the proposed Conditional Use Permit Case No. 814 is considered a project as defined by the California Environmental Quality Act (CEQA), Article 20, Section 15378(a); and

WHEREAS, staff finds that the wireless telecommunications facility Conditional Use Permit meets the criteria for a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA), Section 15301, Class 1 (Existing Facilities). The proposed project involves only minor modifications of existing equipment related to an existing wireless telecommunications facility and there will be no expansion of the subject facility is proposed. Consequently, no further environmental documents are required

WHEREAS, the City of Santa Fe Springs Planning and Development Department on December 1, 2020 published a legal notice in the *Whitter Daily News*, a local paper of general circulation, indicating the date and time of the public hearing. Said notice was also sent by first class mail on December 1, 2020 to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property and also posted at the City's Town Center kiosk on December 1, 2020; and

WHEREAS, the City of Santa Fe Springs Planning Commission has reviewed and considered the written and oral staff report, the testimony, written comments, and other materials presented at the public hearing; and

WHEREAS, the City of Santa Fe Springs Planning Commission conducted a duly noticed public hearing, by teleconference, on December 14, 2020. At which time it considered public testimony concerning Conditional Use Permit Case No.814

NOW, THEREFORE, be it RESOLVED that the PLANNING COMMISSION of the CITY OF SANTA FE SPRINGS does hereby RESOLVE, DETERMINE and ORDER AS FOLLOWS:

SECTION I. ENVIRONMENTAL FINDINGS AND DETERMINATION

Pursuant to Section 15301, Class 1 (Existing Facilities) of the California Environmental Quality Act (CEQA), the Planning Commission hereby finds and determines that the project is categorically exempt, in that the project involves only minor modifications of existing equipment related to an existing wireless telecommunications facility for technology related upgrades and no expansion of the subject facility is proposed. Therefore, it has been determined that additional environmental analysis is not necessary to meet the requirements of CEQA.

SECTION II. CONDITIONAL USE PERMIT FINDINGS

Pursuant to Section 155.716 of the Zoning Ordinance, in studying any application for a Conditional Use Permit, the Commission shall give consideration to the following:

- A) *Satisfy itself that the proposed use will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.*

The monopalm wireless telecommunications facility was initially constructed via a building permit in 2008. In 2017, Ordinance 1090 was adopted and required that all existing wireless telecommunication facilities obtain a Conditional Use Permit. The wireless telecommunications facility is unmanned and does not adversely affect the health, peace, comfort or welfare of persons working or residing in the surrounding area. In addition, the wireless telecommunications facility does not add to the ambient noise level, generate any obnoxious odors or solid waste, nor generate additional vehicular traffic. Lastly, the radio frequency emissions produced by the wireless telecommunications facility fall within the Federal Communications Commission limits.

If the applicant operates in strict compliance with the conditions of approval, the wireless telecommunications facility will be harmonious with adjoining properties and surrounding land uses. Therefore, the Planning Commission finds that the wireless telecommunications facility will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.

- B) *Give due consideration to the appearance of any proposed structure and may require revised architectural treatment if deemed necessary to preserve the general appearance and welfare of the community.*

The Conditional Use Permit request will allow the ongoing operation and maintenance of an existing Wireless Telecommunications Facility. The wireless telecommunications facility is disguised as a faux palm tree and is in close proximity to several live trees within the adjacent shopping center. In fact, as part of the proposed upgrades, the applicant will be replacing existing palm fronds to properly conceal the antennas in accordance with Section 157.08 (Design and Development Standards) of the City's Zoning Ordinance. Therefore, the Planning Commission finds that the continued use of the existing mono-palm antenna will maintain the general appearance and welfare of the community.

In addition, pursuant to §157.05 of the City's Code of Ordinances, the Commission shall also take into consideration the following factors:

- C) *The proposed wireless telecommunications facility will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general.*

The Wireless Telecommunication Facility has been in operation for nearly 12 years without incident. The wireless telecommunications facility has not adversely affected the immediate vicinity or the city in general. Therefore, if the wireless telecommunications facility continues to operate in strict compliance with the conditions of approval, it will not be detrimental to persons or property in the immediate vicinity.

- D) *The proposed wireless telecommunications facility has been designed to achieve compatibility with the community to the maximum extent reasonably feasible.*

As stated previously, the subject wireless telecommunications facility is disguised as a faux palm tree and is in close proximity to several live trees within the adjacent shopping center. The wireless telecommunications facility's location and overall design successfully achieves compatibility with the community to the maximum extent reasonably feasible.

- E) *The location of the wireless telecommunications facility on alternative sites will not increase community compatibility or is not reasonably feasible.*

As mentioned previously, the wireless telecommunications facility has been in operation for nearly 12 years without complaints from the surrounding community. Alternate sites were not considered for this request because it would not be feasible to ask T-Mobile West, LLC to relocate a wireless telecommunications facility that has proven to be compatible with the community. Nevertheless, alternative sites would have been evaluated 12 years ago, prior to the initial installation of this wireless telecommunications facility.

- F) The proposed wireless telecommunications facility is necessary to close a significant gap in coverage, increase network capacity, or maintain service quality, and is the least intrusive means of doing so.

The proposed equipment upgrades will allow T-Mobile West, LLC to provide enhanced services, capacity, and data services to the surrounding community. Upgrading the existing wireless telecommunications facility, versus constructing a new facility, is the least intrusive means of providing the increased network coverage and capacity that T-Mobile West, LLC needs.

SECTION III. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 178-2020 to determine that the proposed Conditional Use Permit is Categorically Exempt pursuant to the California Environmental Quality Act (CEQA) Section 15301, Class 1 (Existing Facilities), and to approve Conditional Use Permit Case No. 814 to allow the ongoing operation and maintenance of an existing Wireless Telecommunications Facility (47'- 6" tall mono-palm) on property located at 10536 Painter Avenue, subject to conditions attached hereto as Exhibit A.

ADOPTED and APPROVED this 14th day of December, 2020 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

Frank Ybarra, Chairperson

ATTEST:

Wayne M. Morrell, Acting Planning Secretary

Attachment 7: Project Plans

CUP RENEWAL
L600/ANCHOR
SKINNY
67D5A993D
Hybrid
RFDS VER. 5



PHOENIX
TOWER
INTERNATIONAL



Mobile®



PROJECT INFORMATION:

(CUP RENEWAL/L600/ANCHOR)
LA92287A
APEL INC. LANDSCAPING

10536 PAINTER AVENUE
SANTA FE SPRINGS, CA 90670
LOS ANGELES COUNTY

CURRENT ISSUE DATE:

10/21/20

ISSUED FOR:

CONSTRUCTION

REV.:	DATE:	DESCRIPTION:	BY:
A	08/23/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
B	09/11/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
C	08/06/20	ANCHOR/L600, REV'D 90% CDS, RE-ISSUED FOR REVIEW	IBK
D	08/12/20	ANCHOR/L600, 100% CDS, REV'D PER TMO RLS.	IBK
E	08/21/20	ANCHOR/L600, 100% CDS, REV'D PER CUP RLS.	IBK
F	10/21/20	ANCHOR/L600, 100% CDS, REV'D PER PLAN CHK. RLS	IDS

PLANS PREPARED BY:



7543 Woodley Ave., #201, Van Nuys, CA 91406
Office: (818) 840-0808 Fax: (818) 840-0708

CONSULTANT:



7543 Woodley Ave., #201, Van Nuys, CA 91406
Office: (818) 840-0808 Fax: (818) 840-0708

DRAWN BY:	CHK.:	APV.:
IBK	SYNERGY	AM



SHEET TITLE:

TITLE SHEET

SHEET NUMBER:

T-1

REVISION:

F
LA92287A

SITE NUMBER: LA92287A
SITE NAME: APEL INC. LANDSCAPING
SITE TYPE: MONOPALM
CITY: SANTA FE SPRINGS
COUNTY: LOS ANGELES COUNTY
JURISDICTION: CITY OF SANTA FE SPRINGS

PROJECT SUMMARY

SITE ADDRESS:
10536 PAINTER AVE.
SANTA FE SPRINGS, CA. 90670

PROPERTY OWNER CONTACT:
APELIAN VICKEN V
5000 BIRCH ST STE 9300
NEWPORT BEACH CA 92660

WIRELESS CARRIER CONTACT:
PHOENIX TOWER INTERNATIONAL
999 YAMATO ROAD, SUITE 100
BOCA RATON, FL 33431
CONTACT: KYLE HARGRAVE
TEL: (818) 486-8248
EMAIL: KHARGRAVE@PHOENIXINTNL.COM

APPLICANT:
T-MOBILE WEST LLC
3257 E. GUASTI RD., SUITE 200
ONTARIO, CA 91761

T-MOBILE PROJECT MANAGER:
REAL ESTATE MANAGER:
CONSTRUCTION MANAGER:
CONSTRUCTION COORDINATOR:

DUAN DAO
NATALIE KEAHEY
HAROOT PANOS
AISLINN BLACK

BUILDING SUMMARY

OCCUPANCY CLASSIFICATION: S-2 (UNMANNED TELECOMMUNICATIONS FACILITY)
ZONE CLASSIFICATION: SSM2
BUILDING USE: LIGHT INDUSTRIAL
CONSTRUCTION TYPE: LIGHT INDUSTRIAL
APN: 8011-013-030

PROJECT DESCRIPTION

THE PROJECT ENTAILS:
T-MOBILE IS REQUESTING A CUP FOR THE CONTINUED USE AND OPERATION OF AN EXISTING WIRELESS TELECOMMUNICATIONS FACILITY DISGUISED AS A MONOPALM. MODIFICATIONS TO THE FACILITY ARE BEING PROPOSED AND CONSISTS OF THE FOLLOWING:

ANCHOR PHASE 2 (SKINNY) POR- SCOPED WITH FULL ANCHOR SOW, 95FDB TO 67D5A993D ANCHOR/L600 CLUBBED

- REMOVE (1) DUS41
- ADD (1) BB6630 FOR N600, UTILIZE EXISTING BB6630 FOR LTE
- REMOVE (1) DIPLEXER CABINET FOR 6160 AND 8160 SPACE
- REMOVE (3) ANDREW - SUMWDP-06516-XDM (DUAL) AND ADD (3) 5' 12 PORT COMMSCOPE - FFV4-65A-R6 ANTENNAS, 1 PER SECTOR,
- ADD (3) RRU 4449, INSTALL BEHIND/NEAR OCTO ANTENNA, 1 PER SECTOR
- ADD (12) 4.3-10 TO 4.3-10 COAX JUMPERS, 4 PER SECTOR
- REMOVE (3) AIR 32 DB
- ADD (3) AIR 6449 B41 2.5 GHZ NR ANTENNA
- ADD (3) RADIO 4424 B25 FOR 2X L19 MIXED MODE WITH U19 ON MB PORTS OF 12 PORT ANTENNA
- ADD (3) RADIO 4415 B66 FOR L21, ON MB PORTS OF 12 PORT ANTENNA
- ADD (24) 4.3-10 TO 4.3-10 COAX JUMPERS FOR 4424 AND 4415'S
- RE-USE FIBERS FOR 4415'S AND 4424, RE-USE DC FROM AIR 32 DB
- ADD (4) BB IN 6160, 3 NEW BB6630 FOR AIR6449 LTE, 1 NEW BB6648 FOR AIR6449 NR
- ADD (1) GPS UPGRADE KIT INSIDE MAIN CABINET; 8 PORT GPS SPLITTER/CABLES/OVP
- NEW DC/FIBER CONNECTIONS FOR AIR 6449 TERMINATES IN 6160
- ADD (2) 6X12 HCS CABLE 6AWG 30M
- UPGRADE CSR TO IXRE ROUTER
- ADD VOLTAGE BOOSTER PSU 4813 IN 6160
- INSTALL/REPLACE PALM FRONDS FOR FULLER EFFECT. THE ANTENNA, CABLES, AND ALL OTHER-MOUNTED EQUIPMENT SHALL BE PAINTED A MEDIUM GREEN COLOR TO MATCH THE PALM FRONDS.

LEGAL DESCRIPTION

LOT: 1 ABBREVIATED DESCRIPTION: LOT:1 *TR=PARCEL MAP AS PER BK 150 P 9 OF PM LOT 1

CONSULTING TEAM

SAC/ZONING/PERMITTING:
SYNERGY A DIVISION OF
ADVANTAGE ENGINEERS, LLC
2500 RED HILL AVENUE, SUITE 240
SANTA ANA, CA 92705

JILLIANNE NEWCOMER
PHONE: (951) 382-2523

ARCHITECTURAL/ENGINEERING:
SYNERGY A DIVISION OF
ADVANTAGE ENGINEERS, LLC
2500 RED HILL AVENUE, SUITE 240
SANTA ANA, CA 92705
CONTACT: ALIREZA MASHHADI ALI, P.E.
PHONE: (919) 604-8683

STRUCTURAL ENGINEERING:
SYNERGY A DIVISION OF
ADVANTAGE ENGINEERS, LLC
2500 RED HILL AVENUE, SUITE 240
SANTA ANA, CA 92705
CONTACT: ALIREZA MASHHADI ALI, P.E.
PHONE: (919) 604-8683

LATITUDE / LONGITUDE

LAT: 33° 56' 21.01" N LAT: 33.93917"
LONG: -118° 02' 59.49" W LONG: -118.04986"

UTILITY PURVEYOR

POWER:
COMPANY: PG&E

TELCO:
COMPANY: AT&T

APPROVAL

THE FOLLOWING PARTIES HEREBY APPROVE AND ACCEPT THESE DOCUMENTS AND AUTHORIZE THE CONTRACTOR TO PROCEED WITH THE CONSTRUCTION DESCRIBED HEREIN. ALL CONSTRUCTION DOCUMENTS ARE SUBJECT TO REVIEW BY THE LOCAL BUILDING DEPARTMENT AND ANY CHANGES AND MODIFICATIONS THEY MAY IMPOSE.

	PRINT NAME	SIGNATURE	DATE
LANDLORD:			
ZONING MGR:			
DEVELOP. MGR:			
CONST. MGR:			
PROJECT MGR:			
SR. RF ENGINEER:			
RF ENGINEER:			
OPERATIONS:			
SAC REP.:			
UTILITIES:			
REAL ESTATE MGR:			

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ACCESSIBILITY REQUIREMENTS

THE FACILITY IS UNMANNED AND NOT FOR CONTINUOUS HUMAN HABITATION. HANDICAPPED ACCESS IS NOT REQUIRED PER CBC 2016, SECTION 11B-203.4 (LIMITED ACCESS SPACES) SECTION 11B-203.5 (MACHINERY SPACES)

CODE COMPLIANCE

- CALIFORNIA ADMINISTRATIVE CODE (INCL. TITLES 24 & 25) 2019
- CALIFORNIA BUILDING CODES 2019
- CALIFORNIA ELECTRICAL CODES 2019
- CALIFORNIA MECHANICAL CODES 2019
- CALIFORNIA PLUMBING CODES 2019
- ANSI / EIA-222 H 2016
- 2020 LOS ANGELES CITY BUILDING CODE
- CITY / COUNTY ORDINANCES
- CALIFORNIA FIRE CODE 2019 EDITION
- ASCE 7-2019
- ACI 318-2014
- STEEL CONSTRUCTION MANUAL, 14TH EDITION

GENERAL LOCATION MAP

VICINITY MAP

DRIVING DIRECTION

FROM T-MOBILE OFFICE: 3257 E. GUASTI RD., SUITE 200, ONTARIO, CA 91761:

HEAD WEST TOWARD N CENTRE LAKE DR. CONTINUE STRAIGHT. TURN RIGHT TOWARD N CENTRE LAKE DR. TURN LEFT AT THE 1ST CROSS STREET ONTO N CENTRE LAKE DR. TURN RIGHT ONTO E GUASTI RD. USE THE 2ND FROM THE RIGHT LANE TO TURN RIGHT ONTO N ARCHIBALD AVE. USE THE LEFT 2 LANES TO TURN LEFT TO MERGE ONTO I-10 W TOWARD LOS ANGELES. MERGE ONTO I-10 W. USE THE RIGHT 2 LANES TO TAKE EXIT 31A TO MERGE ONTO I-605 S. TAKE EXIT 12 FOR TELEGRAPH ROAD. USE THE LEFT 2 LANES TO TURN LEFT ONTO TELEGRAPH RD. TURN RIGHT. DESTINATION WILL BE ON THE RIGHT.

1. CONTRACTOR SHALL CONTACT THE BUILDING OWNER TO DETERMINE IF ROOF IS UNDER WARRANTY. CONTRACTOR SHALL GUARANTEE THAT ANY AND ALL NEW ROOFING WORK MEETS THE SPECIFICATION OF ANY EXISTING ROOFING WARRANTIES SUCH THAT THE WARRANTY IS NOT MADE INVALID AS A RESULT OF THIS WORK. IF IT IS DETERMINED THAT THE ARCHITECT'S DETAILING IS INADEQUATE OR IMPROPER OR IF ANY OTHER DISCREPANCY IS FOUND, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ARCHITECT AND THE CLIENT PROJECT MANAGER IN WRITING. ULTIMATELY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH THE ORIGINAL ROOF MANUFACTURER'S SPECIFICATIONS.
2. CONTRACTOR SHALL USE METHODS AND MATERIALS SIMILAR AND COMPATIBLE WITH EXISTING MATERIALS & CONDITIONS FOR ROOF PATCHING, PENETRATIONS, ETC.
3. THE CONTRACTOR SHALL PROPERLY SEAL ALL NEW ROOF & BUILDING ENVELOPE PENETRATIONS SUCH THAT THE INTEGRITY OF THE ORIGINAL BUILDING ASSEMBLY AND ALL APPLICABLE WARRANTIES ARE MAINTAINED.
4. IF IT DEEMED NECESSARY TO REMOVE EXISTING FINISHED AND/OR MATERIALS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECONSTRUCTING FINISHES AND MATERIALS TO LINE-NEW CONDITIONS. CONTRACTOR SHALL MAINTAIN THE ORIGINAL COLORS, TEXTURES & FINISHES UNLESS SPECIFICALLY NOTED TO THE CONTRARY OR APPROVED T-MOBILE CONSTRUCTION MANAGER IN ADVANCE.
5. AT THE CLIENT CONSTRUCTION MANAGER'S DISCRETION, THE CONTRACTOR SHALL PROVIDE ROOFTOP WALKPADS TO ALL NEW EQUIPMENT INCLUDING ANTENNAS AND BTS UNITS AND ALONG COAX CABLE ROUTING. ON CONVENTIONAL ROOFING, THE WALK PADS SHALL BE "DUCK BOARDS" AS MANUFACTURED BY APC OR EQUAL. ON SPECIAL ROOFING SYSTEMS SUCH AS SINGLE MEMBRANE ROOFS WILL REQUIRE A SPECIFIC PRODUCT AS NOTED ON PLANS OR AS REQUIRED BY NOTES 1 & 2 ABOVE.

1. AT THE CLIENT PROJECT MANAGER'S DIRECTION, THE CONTRACTOR SHALL PROVIDE "HILTI" HIGH PERFORMANCE FIRESTOP SYSTEM #FS601 AT ALL FIRE RATED PENETRATIONS INSTALLED PER MANUFACTURER'S LATEST INSTALLATION SPECIFICATIONS.
2. ALL PENETRATIONS THROUGH FIRE RATED ASSEMBLIES SHALL BE CONSTRUCTED SO AS TO MAINTAIN AN EQUAL OR GREATER FIRE RATING.

3. THE LATEST EDITION OF THE AMERICAN INSTITUTE OF ARCHITECTS DOCUMENT A201 "GENERAL CONDITIONS OF THE CONTRACT FOR CONSTRUCTION" ARE INCLUDED IN THESE SPECIFICATIONS AS IF COMPLETELY REPRODUCED HEREIN.
2. THESE NOTES SHALL BE CONSIDERED A PART OF THE WRITTEN SPECIFICATION.
3. THIS FACILITY IS AN OCCUPIED T-MOBILE TELECOMMUNICATIONS SITE AND IS EXEMPT FROM DISABLED ACCESS REQUIREMENTS.
4. PRIOR TO THE SUBMISSION OF BIDS, THE CONTRACTORS PARTICIPATING SHALL VISIT THE JOB SITE AND FAMILIARIZE THEMSELVES WITH ALL FIELD CONDITIONS AFFECTING THE PROPOSED PROJECT INCLUDING DEMOLITION, ELECTRICAL, MECHANICAL AND STRUCTURAL INSTALLATIONS, AS WELL AS WITH THE CONSTRUCTION AND CONTRACT DOCUMENTS AND SHALL CONFIRM THAT THE PROJECT CAN BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH THE CONSTRUCTION. SHOULD ANY ERRORS, OMISSION, OR DISCREPANCIES BE FOUND, THE GENERAL CONTRACTOR SHALL IMMEDIATELY NOTIFY SYNERGY AND THE PROJECT ARCHITECT / ENGINEER IN WRITING. IN THE EVENT OF DISCREPANCIES FOUND, THE GENERAL CONTRACTOR SHALL IMMEDIATELY NOTIFY SYNERGY AND THE PROJECT ARCHITECT / ENGINEER IN WRITING. IN THE EVENT OF DISCREPANCIES THE CONTRACTOR SHALL INCLUDE THE MORE COSTLY OR EXTENSIVE WORK IN THE BID, UNLESS SPECIFICALLY DIRECTED OTHERWISE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY ERROR, OMISSION, OR INCONSISTENCY AFTER THE START OF THE CONSTRUCTION WHICH HAS NOT BEEN BROUGHT TO THE ATTENTION OF THE PROJECT ARCHITECT / ENGINEER AND SHALL INCUR ANY EXPENSES TO RECTIFY THE SITUATION. THE MEANS OF CORRECTING ANY ERROR SHALL FIRST BE APPROVED BY THE PROJECT ARCHITECT / ENGINEER.
5. THE CONTRACTOR SHALL INCLUDE IN HIS OR HER BID ALL MATERIALS, EQUIPMENT, APPURTENANCES AND LABOR NECESSARY TO COMPLETE THE WORK AS INDICATED OR IMPLIED BY THESE DRAWINGS.
6. THE CONTRACTOR SHALL PROVIDE CONTINUOUS SUPERVISION WHILE ANY SUBCONTRACTORS OR WORKMEN ARE IN THE SITE AND SHALL SUPERVISE AND DIRECT ALL WORK, USING HIS BEST SKILL AND ATTENTION. HE SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, PROCEDURES AND SEQUENCES AND FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT.
7. WORKMANSHIP THROUGHOUT SHALL BE OF THE BEST QUALITY OF THE TRADE INVOLVED, AND SHALL MEET OR EXCEED THE FOLLOWING MINIMUM REFERENCE STANDARDS FOR QUALITY AND PROFESSIONAL CONSTRUCTION PRACTICE:

NCRA NATIONAL ROOFING CONTRACTORS ASSOCIATION
0' HARE INTERNATIONAL CENTER
10255 W. HIGGINS ROAD, SUITE 600
ROSEMONT, IL 60018

SMACNA SHEET METAL AND AIR CONDITIONING CONTRACTORS
NATIONAL ASSOCIATION
4201 LAFAYETTE CENTER DRIVE
CHATILLY, VA 22021-1209

ITLP INTERNATIONAL INSTITUTE FOR LATH AND PLASTER
820 TRANSFER ROAD
ST. PAUL, MN 55114-1406

8. INSTALL ALL EQUIPMENT AND MATERIALS PER THE LATEST EDITION OF THE MANUFACTURER'S INSTALLATION SPECIFICATIONS UNLESS SPECIFICALLY OTHERWISE INDICATED, OR WHERE LOCAL CODES OR REGULATIONS PRECEDE.

9. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL GIVE ALL NOTICES AND SHALL COMPLY WITH ALL APPLICABLE LOCAL CODES, REGULATIONS, LAWS AND ORDINANCES AS WELL AS STATE DEPARTMENT OF INDUSTRIAL REGULATIONS AND DIVISION OF INDUSTRIAL SAFETY (OSHA) REQUIREMENTS.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL REMEDY ALL FAULTY, INFERIOR, AND/OR IMPROPER MATERIALS, DAMAGED GOODS, AND/OR FAULTY WORKMANSHIP FOR ONE (1) YEAR AFTER THE PROJECT IS COMPLETE AND ACCEPTED UNDER THIS CONTRACT; UNLESS NOTED OTHERWISE IN THE CONTRACT BETWEEN THE OWNER AND CONTRACTOR. (EXCEPTION) THE ROOFING SUBCONTRACTOR SHALL FURNISH A MAINTENANCE AGREEMENT FOR ALL WORK DONE, COSIGNED BY THE GENERAL CONTRACTOR, TO MAINTAIN THE ROOFING IN A WATER TIGHT CONDITION FOR A PERIOD OF TWO (2) YEARS STARTING AFTER THE DATE OF SUBSTANTIAL COMPLETION OF THE PROJECT, UNLESS OTHERWISE WRITTEN IN THE CONTRACT BETWEEN THE OWNER AND THE CONTRACTOR.

13. THE GENERAL CONTRACTOR MUST PERFORM WORK DURING PROPERTY OWNER'S PREFERRED HOURS TO AVOID DISRUPTION OF NORMAL ACTIVITY.
12. ALL EXPOSED METAL SHEET SHALL BE HOT-DIPPED GALVANIZED.
13. PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE PROJECT AREA CONSTRUCTION.
14. THE GOVERNING AGENCIES, CODE AUTHORITIES, AND BUILDING INSPECTORS SHALL PROVIDE THE MINIMUM STANDARDS FOR CONSTRUCTION TECHNIQUES, MATERIALS, AND FINISHES USED THROUGHOUT THE PROJECT TRADE STANDARDS AND/OR PUBLISHED MANUFACTURERS' SPECIFICATIONS MEETING OR EXCEEDING DESIGN REQUIREMENTS SHALL BE USED FOR INSTALLATION.
15. PRIOR TO STARTING CONSTRUCTION OF THE CONTRACTOR HAS THE RESPONSIBILITY TO LOCATE ALL EXISTING UTILITIES, AND TO PROTECT THEM FROM DAMAGE, THE CONTRACTOR OR SUBCONTRACTOR SHALL BEAR THE EXPENSE OF REPAIRING OR REPLACING ANY DAMAGE TO THE UTILITIES CAUSED DURING THE EXECUTION OF THE WORK.
16. A COPY OF THE APPROVED PLANS SHALL BE KEPT IN A PLACE SPECIFIED BY THE GOVERNING AGENCY, AND BY LAW SHALL BE AVAILABLE FOR INSPECTION AT ALL TIMES.
17. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE ALL CONSTRUCTION SETS REFLECT THE SAME INFORMATION AS THE APPROVED PLANS. THE CONTRACTOR SHALL ALSO MAINTAIN ONE SET OF PLANS AT THE SITE FOR THE PURPOSE OF DOCUMENTING ALL AS-BUILT CHANGES, REVISIONS, ADDENDUM'S, OR CHANGE ORDERS. THE CONTRACTOR SHALL FORWARD THE AS-BUILT DRAWINGS TO THE ARCHITECT/ENGINEER AND THE LANDLORD/LESSOR AT THE CONCLUSION OF THE PROJECT.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE SECURITY OF THE SITE FROM THE START TO THE COMPLETION OF THE PROJECT. THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE SITE AT ALL TIMES FOR THE LANDLORD/LESSOR PERSONNEL.
19. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY POWER, WATER AND TOILET FACILITIES.
20. ALL CONSTRUCTION PHASES OF THE PROJECT SHALL CONFORM TO THE CURRENT CBC-2019, I.B.C.-2018 AND ALL OTHER GOVERNING CODES.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL SAFETY PRECAUTIONS AND REGULATIONS DURING THE WORK. THE ENGINEER WILL NOT ADVISE OR PROVIDE DIRECTION AS TO SAFETY PRECAUTIONS AND PROGRAMS.
22. THE CONTRACTOR SHALL SUPERVISE AND COORDINATE ALL WORK, USING HIS PROFESSIONAL KNOWLEDGE AND SKILLS. HE IS SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, PROCEDURES, SEQUENCING AND COORDINATING ALL PORTIONS OF THE WORK.
23. THE CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN AND PAY FOR ALL PERMITS, LICENSES AND/OR INSPECTIONS TO COMPLETE THE PROJECT. BUILDING PERMIT APPLICATIONS SHALL BE FILED BY THE OWNER OR HIS REPRESENTATIVE. CONTRACTOR SHALL OBTAIN THE PERMIT AND MAKE FINAL PAYMENT OF THE SAID DOCUMENT.
24. ALL DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALE UNLESS OTHERWISE NOTED.
25. THE CONTRACTOR SHALL PROVIDE THE FIRE MARSHALL APPROVED MATERIALS TO FILL/SEAL PENETRATIONS THROUGH THE FIRE RATE ASSEMBLIES.
27. (N) CONSTRUCTION ADDED TO EXISTING CONSTRUCTION SHALL BE MATCHED IN FORM, TEXTURE, MATERIAL AND PAINT COLOR EXCEPT AS NOTED IN THE PLANS.
28. WHERE SPECIFIED, MATERIALS TESTING SHALL BE TO THE LATEST STANDARDS AVAILABLE AS REQUIRED BY THE LOCAL GOVERNING AGENCY RESPONSIBLE FOR RECORDING THE RESULTS.
29. ALL GENERAL NOTES AND STANDARD DETAILS ARE THE MINIMUM REQUIREMENTS TO BE USED IN CONDITIONS WHICH ARE NOT SPECIFICALLY SHOWN OTHERWISE.
30. ALL DEBRIS AND REFUSE IS TO BE REMOVED FROM THE PROJECT DAILY. PREMISES SHALL BE LEFT IN A CLEAN/SWEPT CONDITION AT ALL TIMES.
31. ALL SYMBOLS AND ABBREVIATIONS ARE CONSIDERED CONSTRUCTION INDUSTRY STANDARDS. IF A CONTRACTOR HAS A QUESTIONING REGARDING THEIR EXACT MEANING THE ARCHITECT/ENGINEER SHALL BE NOTIFIED FOR CLARIFICATIONS.
32. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE METHODS, TECHNIQUES AND SEQUENCES OF PROCEDURES TO PERFORM THE WORK. THE SUPERVISION OF THE WORK IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
33. CONTRACTORS SHALL BID WALK THE PROJECT TO ASCERTAIN CONDITIONS WHICH MAY ADVERSELY AFFECT THE WORK OR COST THEREOF.
34. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS, THE DIMENSIONS, ELEVATIONS, ETC. NECESSARY FOR THE PROPER CONSTRUCTION AND ALIGNMENT OF THE (N) WORK TO THE EXISTING WORK. THE CONTRACTOR SHALL MAKE ALL MEASUREMENTS NECESSARY FOR THE FABRICATION AND ERECTION OF STRUCTURAL MEMBERS. ANY DISCREPANCY SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AND MATERIALS INCLUDING THOSE FURNISHED BY THE SUBCONTRACTOR(S).
35. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING UTILITIES WHETHER SHOWN HEREON OR NOT, AND TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR SHALL BEAR ALL EXPENSE OF REPAIR OR REPLACEMENT IN CONJUNCTION WITH THE EXECUTION OF THIS WORK. GENERAL CONTRACTOR SHALL NOTIFY THE ENGINEER AND ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES FOUND WITHIN THE CONTRACT DOCUMENTS, PRIOR TO STARTING WORK.
36. ALL EXISTING ACTIVE SEWER, WATER, GAS, ELECTRIC, AND OTHER UTILITIES WHERE ENCOUNTERED IN WORK, SHALL BE PROTECTED AT ALL TIMES, AND WHERE REQUIRED FOR THE PROPER EXECUTION OF WORK, SHALL BE RELOCATED AS DIRECTED BY ENGINEERS. EXTREME CAUTION SHOULD BE USED BY THE CONTRACTOR WHEN EXCAVATING OR PIER DRILLING AROUND OR NEAR UTILITIES.
37. ALL EXISTING INACTIVE SEWER, WATER, GAS, ELECTRIC AND OTHER UTILITIES, WHICH INTERFERE WITH THE EXECUTION OF WORK, SHALL BE REMOVED AND SHALL BE CAPPED, PLUGGED OR OTHERWISE DISCONTINUED AT POINTS WHICH WILL NOT INTERFERE WITH THE EXECUTION OF WORK, SUBJECT TO THE APPROVAL OF THE ENGINEER.
38. NO CHANGES ARE TO BE MADE TO THESE PLANS WITHOUT THE KNOWLEDGE AND WRITTEN CONSENT OF THE ARCHITECT/ENGINEER. UNAUTHORIZED CHANGES RENDER THESE DRAWINGS VOID.
39. ANY REFERENCES TO THE WORDS APPROVED, OR APPROVAL IN THESE DOCUMENTS SHALL BE HERE DEFINED TO MEAN GENERAL ACCEPTANCE OR REVIEW AND SHALL NOT RELIEVE THE CONTRACTOR AND/OR HIS SUBCONTRACTORS OF ANY LIABILITY IN FURNISHING THE REQUIRED MATERIALS OR LABOR SPECIFIED.

40. A PRE-CONSTRUCTION CONFERENCE OF REPRESENTATIVES FROM AFFECTED AGENCIES SHALL BE HELD ON THE JOB AT LEAST ONE (1) WEEK PRIOR TO BEGINNING CONSTRUCTION.
41. DRAWINGS ARE NOT TO BE SCALED UNDER ANY CIRCUMSTANCES, WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALE, AND THIS SET OF PLANS IS INTENDED TO BE USED FOR DIAGRAMMATIC PURPOSES ONLY, UNLESS NOTED OTHERWISE. CONTRACTOR SHALL PROVIDE FIELD MEASUREMENTS AS NECESSARY TO COMPLETE ALL WORKS AND THE GENERAL CONTRACTOR'S SCOPE OF WORK SHALL INCLUDE FURNISHING ALL MATERIALS, EQUIPMENT, LABOR, AND ANYTHING ELSE DEEMED NECESSARY TO COMPLETE INSTALLATIONS AS DESCRIBED HEREIN. SYNERGY IS NOT RESPONSIBLE FOR ANY ERRORS RESULTING FROM THIS PRACTICE. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALE SHOWN ON PLANS.
42. DETAILS INCLUDED HEREIN ARE INTENDED TO SHOW END RESULT OF DESIGN. MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT JOB CONDITIONS OR SITUATIONS, AND SUCH MODIFICATIONS SHALL BE INCLUDED AS PART OF THE SCOPE OF WORK.

3. THE PREPARATION OF THE SITE FOR CONSTRUCTION SHALL INCLUDE THE REMOVAL OF ALL BROKEN CONCRETE, TREE TRUNKS AND ANY OTHER DEBRIS THAT MIGHT DAMAGE THE FOOTINGS OF THE (N) STRUCTURE.
2. BACKFILL ALL TRENCHES WITH CLEAN, STERILE SOIL HAVING A SAND EQUIVALENT OF 30% OR GREATER. BACKFILL IN 8 INCH LAYERS, MOISTURE CONDITIONED AND PROPERLY COMPACTED. ADEQUATE DRAINAGE SHALL BE PROVIDED SUCH THAT NO PONDING OCCURS.
3. ALL FOUNDATION FOOTINGS SHALL EXTEND INTO AND BEAR AGAINST NATURAL UNDISTURBED SOIL OR APPROVED COMPACTED FILL. FOOTINGS SHALL EXTEND INTO SOIL DEPTH AS INDICATED IN PLANS.
4. SHOULD ANY LOOSE FILL, EXPANSIVE SOIL, GROUND WATER OR ANY OTHER UNEXPECTED CONDITIONS BE ENCOUNTERED DURING THE EXCAVATION FOR THE (N) FOUNDATION, THE ARCHITECT/ENGINEER SHALL BE NOTIFIED AND ALL FOUNDATION WORK SHALL CEASE IMMEDIATELY.
5. WITHIN AN AREA A MINIMUM OF 5 FEET BEYOND THE BUILDING LIMITS, EXCAVATE A MINIMUM OF 4" OF EXISTING SOIL. REMOVE ALL ORGANICS, PAVEMENT, ROOTS, DEBRIS AND OTHERWISE UNSUITABLE MATERIAL.
6. THE SURFACE OF THE EXPOSED SUBGRADE SHALL BE INSPECTED BY PROBING OR TESTING TO CHECK FOR POCKETS OF SOFT OR UNSUITABLE MATERIAL. EXCAVATE UNSUITABLE SOIL AS DIRECTED BY THE GEOTECHNICAL ENGINEER/TESTING AGENCY.
7. PROOF ROLL THE SURFACE OF THE EXPOSED SUBGRADE WITH A LOADED TANDEM AXLE DUMP TRUCK. REMOVE ALL SOILS WHICH PUMP OR DO NOT COMPACT PROPERLY AS DIRECTED BY THE GEOTECHNICAL ENGINEER/TESTING AGENCY.
8. FILL ALL EXCAVATED AREAS WITH APPROVED CONTROLLED FILL. PLACE IN 8" LOOSE LIFTS AND THE MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-698. COMPACT TO A MINIMUM OF 90% RELATIVE COMPACTION
9. ANY STRUCTURAL DRAWINGS HERE IN REPRESENT THE FINISHED STRUCTURE. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY GUYING AND BRACING REQUIRED TO ERECT AND HOLD THE STRUCTURE IN PROPER ALIGNMENT UNTIL ALL STRUCTURAL WORK AND CONNECTIONS HAVE BEEN COMPLETED. THE INVESTIGATION, DESIGN, SAFETY, ADEQUACY AND INSPECTION OF ERECTION BRACING, SHORING, TEMPORARY SUPPORTS, ETC. IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
10. THE ARCHITECT/ENGINEER IS NOT RESPONSIBLE FOR COMPLICATIONS, DAMAGES, INJURY, OR DEATH ARISING OUT OF ANY KIND OF NEGLIGENCE PRIOR TO COMPLETION OF THE FINISHED STRUCTURE.
11. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL PROTECT ALL AREAS FROM DAMAGE WHICH MAY OCCUR DURING CONSTRUCTION. ANY DAMAGE TO (N) OR EXISTING SURFACES, STRUCTURES OR EQUIPMENT SHALL BE IMMEDIATELY REPAIRED OR REPLACED TO THE SATISFACTION OF THE PROPERTY OWNER. THE CONTRACTOR SHALL BEAR THE EXPENSE OF REPAIRING OR REPLACING ANY DAMAGED AREAS.
12. WHEN REQUIRED STORAGE OF MATERIALS OCCURS, THEY SHALL BE EVENLY DISTRIBUTED OVER THE FLOOR OR ROOF SO AS NOT TO EXCEED THE DESIGNED LIVE LOADS FOR THE STRUCTURE. TEMPORARY SHORING OR BRACING SHALL BE PROVIDED WHERE THE STRUCTURE OR SOIL HAS NOT ATTAINED THE DESIGN STRENGTH FOR THE CONDITIONS PRESENT.
13. PRIOR TO PROCEEDING WITH ANY WORK WITHIN AN EXISTING FACILITY, THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH EXISTING STRUCTURAL AND OTHER CONDITIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ALL NECESSARY BRACING, SHORING AND OTHER SAFEGUARDS TO MAINTAIN ALL PARTS OF THE EXISTING WORK IN A SAFE CONDITION DURING THE PROCESS OF DEMOLITION AND CONSTRUCTION AND TO PROTECT FROM DAMAGE THOSE PORTIONS OF THE EXISTING WORK WHICH ARE TO REMAIN.

1. REVIEW BY THE ARCHITECT/ENGINEER IS FOR GENERAL COMPLIANCE WITH THE DESIGN CONCEPT AND THE CONTRACT DOCUMENTS. MARKINGS OR COMMENTS SHALL NOT BE CONSTRUED AS RELIEVING THE CONTRACTOR FROM COMPLIANCE WITH THE PROJECT PLANS AND SPECIFICATIONS, NOR DEPARTURES THERE FROM. THE CONTRACTOR REMAINS RESPONSIBLE FOR DETAILS AND ACCURACY, FOR CONFIRMING AND CORRELATING ALL QUANTITIES AND DIMENSIONS, FOR SELECTION FABRICATION PROCESSES.

1. A PRECONSTRUCTION CONFERENCE OF REPRESENTATIVES FROM APPLICABLE AGENCIES SHALL BE HELD ON SITE AT LEAST ONCE PRIOR TO BEGINNING CONSTRUCTION AT WHICH TIME A CONSTRUCTION SCHEDULE AND 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO LANDLORD/LESSOR.
2. CONTRACTOR SHALL MAINTAIN ACCESS TO THE SITE AT ALL TIMES FOR LANDLORD/LESSOR PERSONNEL. OPEN TRENCHES SHALL BE PROPERLY PLATED AT THE END OF EACH WORKING DAY TO ALLOW FOR 24-HOUR LANDLORD/LESSOR ACCESS TO THE SITE.
3. THE CONTRACTOR AND CELL CARRIER SHALL BE RESPONSIBLE FOR ANY DAMAGE DUE TO CONSTRUCTION ACTIVITIES TO THE EXISTING SITE AND SHALL RETURN DAMAGED FACILITIES TO EXISTING CONDITION OR BETTER AT NO COST TO THE LANDLORD/LESSOR.
4. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (DIG ALERT) AT LEAST TWO (2) WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION AT 1-800-422-4133.
5. ALL (N) AND EXISTING FACILITIES OWNED BY THE REPRESENTED CELLULAR CARRIER SHALL BE PROPERLY TAGGED IDENTIFYING THE OWNER'S NAME AND 24-HOUR PHONE NUMBER.
6. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THE SITE IS SECURE DURING BOTH WORKING AND NON-WORKING HOURS.

1. SECTION 11B-203.4: LIMITED ACCESS SPACES - SPACES NOT CUSTOMARILY OCCUPIED AND ACCESSED ONLY BY LADDERS, CATWALKS, CRAWL SPACES OR VERY NARROW PASSAGeways SHALL NOT BE REQUIRED TO COMPLY WITH THESE REQUIREMENTS OR TO BE ON AN ACCESSIBLE ROUTE.
2. SECTION 11B-203.5: MACHINERY SPACES - SPACES FREQUENTED ONLY BY SERVICE PERSONNEL FOR MAINTENANCE, REPAIR OR OCCASIONAL MONITORING OF EQUIPMENT SHALL NOT BE REQUIRED TO COMPLY WITH THIS REQUIREMENT OR TO BE ON AN ACCESSIBLE ROUTE. MACHINERY SPACES INCLUDE, BUT ARE NOT LIMITED TO, ELEVATOR PITS OR ELEVATOR PENTHOUSES; MECHANICAL ELECTRICAL OR COMMUNICATIONS EQUIPMENT ROOMS; PIPING OR EQUIPMENT CATWALKS; WATER OR SEWAGE TREATMENT PUMP ROOMS AND STATIONS; ELECTRIC SUBSTATIONS AND TRANSFORMER VAULTS; AND HIGHWAY AND TUNNEL FACILITIES.

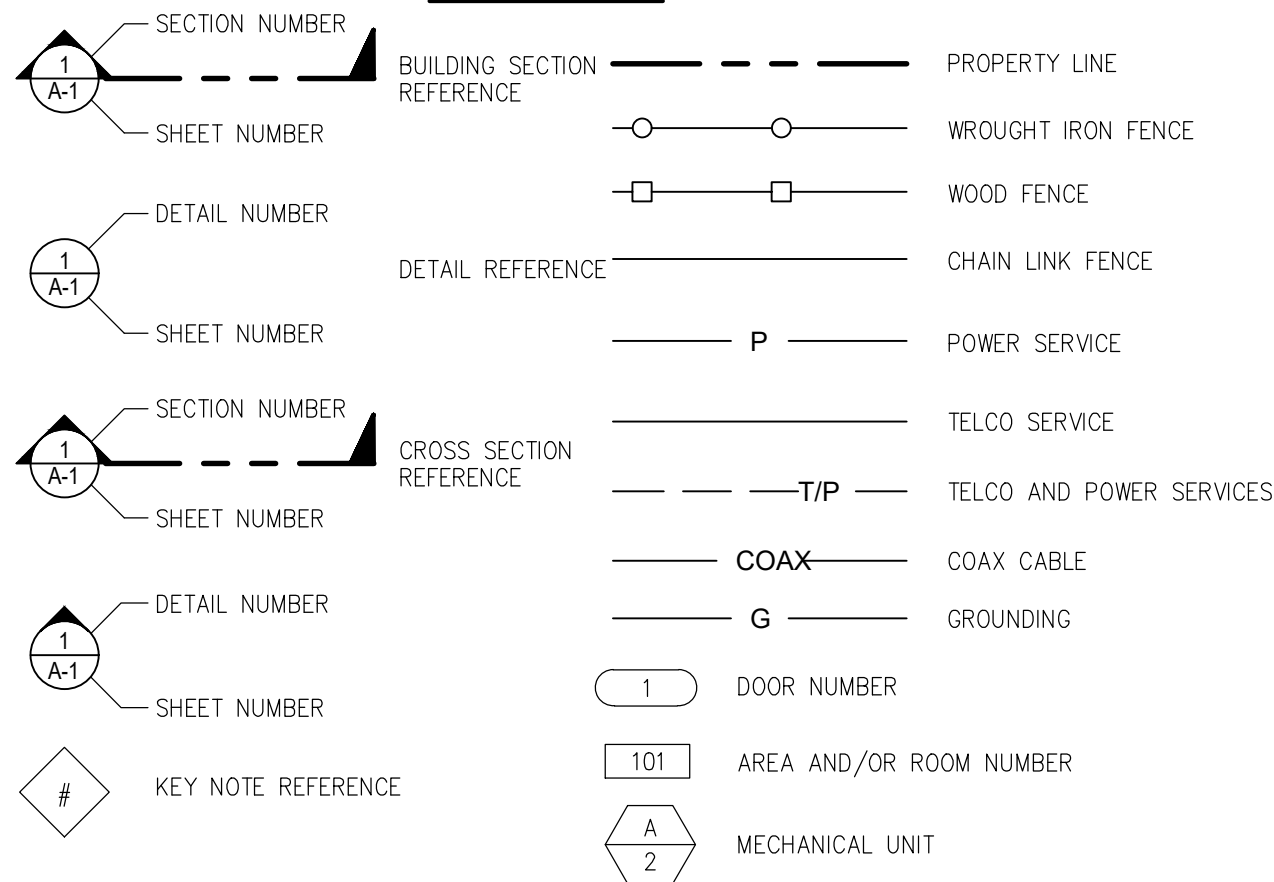
1. ALL ANTENNAS AND ANTENNA CABLE SHALL BE FURNISHED BY T-MOBILE WIRELESS AND INSTALLED BY ANTENNA INSTALLATION CONTRACTOR.
2. PRIOR TO INSTALLATION OF ANTENNAS THE CONTRACTOR SHALL VERIFY THAT THE AZIMUTH AND DIMENSIONS SHOWN ON THE PLANS MATCH ACTUAL FIELD CONDITIONS.
3. ANTENNA INSTALLATION CONTRACTOR SHALL PROVIDE ALL CONDUIT, CABLE TRAYS, GROUND KITS, CLAMPS, GROUNDS, ETC., FOR COMPLETE INSTALLATION OF ANTENNAS AND CABLES SHOWN AND INTENDED AS REQUIRED FOR A COMPLETE OPERATING SYSTEM IN ACCORDANCE WITH T-MOBILE WIRELESS' STANDARDS.
4. ANTENNA CONDUIT SHALL INCLUDE FACTORY-MADE LARGE RADIUS SWEEPS AT ALL CHANGES IN DIRECTION. SWEEP RADIUS SHALL BE AS REQUIRED TO MEET COAX MANUFACTURER'S MINIMUM BENDING RADIUS.
5. ALL UNDERGROUND CONDUIT SHALL BE SCHEDULE 40 PVC WITH STEEL BENDS. ALL EXPOSED CONDUIT ABOVE GRADE LEVEL SHALL BE IMC OR RIGID GALVANIZED. ALL EXPOSED CONDUIT PROTECTED IN A BUILDING OR ON A ROOF SHALL BE EMT OR UV STABILIZED, PAINTED, SCHEDULE 80 PVC.
6. IN HIGH TRAFFIC AREAS OR WHERE SUSCEPTIBLE TO DAMAGE CONTRACTOR SHALL PROVIDE FORMED 14 GA GALVANIZED SHEET METAL COVER OVER COAXIAL CABLE ROUTES. WHERE CABLE IS RUN ON THE WALL, ATTACH UNISTRUT TO WALL AND COVER WITH 14 GA GALVANIZED FORMED SHEET METAL COVER OR MATERIAL AS DIRECTED BY T-MOBILE WIRELESS PROJECT MANAGER.
7. VERIFY ROUTE AND LENGTH OF CABLE PRIOR TO CUTTING. ADJUST INDICATED ROUTE AS REQUIRED TO CLEAR EXISTING OBSTRUCTIONS AND MAINTAIN REQUIRED CLEARANCE FROM EXISTING EQUIPMENT AND FACILITIES.
8. MAXIMUM LENGTH OF 7/8" COAXIAL CABLE SHALL BE 140'-0". MAXIMUM LENGTH OF 1-5/8" COAXIAL CABLE SHALL BE 240'-0".
9. VERIFY MODEL NUMBERS OF ANTENNAS WITH T-MOBILE WIRELESS SERVICES.
10. THE CONTRACTOR SHALL PROVIDE TESTING OF ANTENNAS AND SHALL PROVIDE DOCUMENTATION TO THE T-MOBILE WIRELESS PROJECT MANAGER.
11. INSTALL EMBOSSED ALUMINUM IDENTIFICATION TAGS AT THE END OF THE MAIN COAXIAL CABLE RUNS, ALONG WITH THE END OF THE JUMPER CABLE LOCATED WITHIN THE PLINTH SECTION OF THE BTS UNIT.

 PHOENIX TOWER INTERNATIONAL			
PROJECT INFORMATION:			
(CUP RENEWAL/L600/ANCHOR) LA92287A APEL INC. LANDSCAPING 10536 PAINTER AVENUE SANTA FE SPRINGS, CA 90670 LOS ANGELES COUNTY			
CURRENT ISSUE DATE:			
10/21/20			
ISSUED FOR:			
CONSTRUCTION			
REV.: _____ DATE: _____ DESCRIPTION: _____ BY: _____			
A	08/23/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
B	09/11/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
C	08/06/20	ANCHOR/L600, REV'D 90% CDS, RE-ISSUED FOR REVIEW	IBK
D	08/12/20	ANCHOR/L600, 100% CDS, REV'D PER TMO RLS.	IBK
E	08/21/20	ANCHOR/L600, 100% CDS, REV'D PER CUP RLS.	IBK
F	10/21/20	ANCHOR/L600, 100% CDS, REV'D PER PLAN CHK. RLS	IDS
PLANS PREPARED BY:			
 Synergy a division of  advantage engineers 7543 Woodley Ave., #201, Van Nuys, CA 91406 Office: (818) 840-0808 Fax: (818) 840-0708			
CONSULTANT:			
 Synergy a division of  advantage engineers 7543 Woodley Ave., #201, Van Nuys, CA 91406 Office: (818) 840-0808 Fax: (818) 840-0708			
DRAWN BY: _____ CHK.: _____ APV.: _____			
IBK	SYNERGY	AM	
LICENSURE:			
			
SHEET TITLE:			
GENERAL NOTES			
SHEET NUMBER: _____ REVISION: _____			
T-2		F	
		LA92287A	

ABBREVIATIONS

AB	ANCHOR BOLT	LAM	LAMINATED
AC	ASPHALTIC CONCRETE	LBS	POUNDS
A.C.	AIR CONDITIONING	LT	LIGHT
ADJ	ADJUSTABLE	LA	LIGHTNING ARRESTOR
A.F.F.	ABOVE FINISH FLOOR	LNA	LOW NOISE AMPLIFIER
ARCH	ARCHITECTURAL		
APPROX.	APPROXIMATELY	MFR	MANUFACTURER
A.G.L.	ABOVE GRADE LEVEL	MAT	MATERIAL
A.M.S.L.	ABOVE MEAN SEA LEVEL	MAX	MAXIMUM
		MECH	MECHANICAL
BD	BOARD	MIN	MINIMUM
BLDG	BUILDING	MISC	MISCELLANEOUS
BLKG	BLOCKING	ML	METAL LATH
BOT	BOTTOM	MO	MASONRY OPENING
BSMT	BASEMENT	MS	MACHINE SCREW
BTS	BASE TRANSGEIVER STATION	MTD	MOUNTED
		MTL	METAL
C	COURSE(S)	(N)	NEW
CEM	CEMENT	NIC	NOT IN CONTRACT
CL	CHAIN LINK	NO	NUMBER
CLG	CEILING	NTS	NOT TO SCALE
CLR	CLEAR		
COL	COLUMN	OA	OVERALL
CONC	CONCRETE	O.C.	ON CENTER
CONST	CONSTRUCTION	OPNG	OPENING
CONT	CONTINUOUS	OPP	OPPOSITE
CORR	CORRIDOR		
CO	CONDUIT ONLY	PARTN	PARTITION
		PL	PLATE
		PLAS	PLASTER
		PLYWD	PLYWOOD
		POC	POINT OF CONNECTION
		PROP	PROPERTY
		PT	PRESSURE TREATED
		R	RISER
		REQD	REQUIRED
		RD	ROOF DRAIN
		RM	ROOM
		RMS	ROOMS
		RO	ROUGH OPENING
		SC	SOLID CORE
		SCHED	SCHEDULE
		SECT	SECTION
		SHT	SHEET
		SIM	SIMILAR
		SPECS	SPECIFICATIONS
		SS	STAINLESS STEEL
		STL	STEEL
		STOR	STORAGE
		STRUCT	STRUCTURAL
		SUSP	SUSPENDED
		SW	SWITCH
		SWBO	SWITCHBOARD
		THK	THICK
		TI	TENANT IMPROVEMENT
		TMA	TOWER MOUNTED AMPLIFIER
		TOS	TOP OF SURFACE
		TS	TUBE STEEL
		TYP	TYPICAL
		UNO	UNLESS NOTED OTHERWISE
		VCT	VINYL COMPOSITION
		VERT	VERTICAL
		V.I.F.	VERIFY IN FIELD
		VG	VERTICAL GRAIN
		W/	WITH
		WD	WOOD
		WR	WATER RESISTANT
		WT	WEIGHT
		XFMR	TRANSFORMER
		⊗	AT
		┌	CHANNEL
		└	CENTERLINE
		∠	ANGLE
		ℓ	PROPERTY LINE
GA	GAUGE		
GALV	GALVANIZED		
GL	GLASS		
GR	GRADE		
GYP	GYPSUM		
GFCI	GROUND FAULT CIRCUIT		
		VERT	VERTICAL
GND	GROUND	V.I.F.	VERIFY IN FIELD
		VG	VERTICAL GRAIN
HC	HOLLOW CORE		
HDW	HARDWARE	W/	WITH
HTR	HEATER	WD	WOOD
HM	HOLLOW METAL	WR	WATER RESISTANT
HORIZ	HORIZONTAL	WT	WEIGHT
HR	HOUR		
HT	HEIGHT	XFMR	TRANSFORMER
HV	HIGH VOLTAGE		
		⊗	AT
ID	INSIDE DIMENSION	┌	CHANNEL
INS	INSULATION	└	CENTERLINE
INT	INTERIOR	∠	ANGLE
		ℓ	PROPERTY LINE
JT	JOINT		

SYMBOLS



PAINTING SPECIFICATIONS

- A. GENERAL
- ALL PAINT PRODUCT LINES SHALL BE SHERWIN WILLIAMS UNLESS SPECIFICALLY NOTED OTHERWISE.
 - CONTRACTOR SHALL PREPARE ALL SURFACES AND APPLY ALL FINISHES PER LATEST EDITION OF MANUFACTURER'S SPECIFICATIONS.
 - COMPLY WITH MANUFACTURER'S WRITTEN INSTRUCTIONS REGARDING SUFFICIENT DRYING TIME BETWEEN COATS WITH PROVISIONS AS RECOMMENDED BY MANUFACTURER FOR EXISTING WEATHER CONDITIONS.
 - FINISH COLOR AND TEXTURE OF ALL PAINTED SURFACES SHALL MATCH EXISTING ADJACENT SURFACES UNLESS OTHERWISE NOTED.
 - ALL PAINT MATERIAL DATA SHEETS SHALL BE PROVIDED TO THE CINGULAR WIRELESS CONSTRUCTION MANAGER.
 - PREPARE PREVIOUSLY PAINTED SURFACE BY LIGHT SANDING WITH 400 GRIT SANDPAPER AND NON-HYDROCARBON WASH. PREPARE GALVANIZED SURFACES BY ACID ETCH OR SOLVENT CLEANING IN ACCORDANCE WITH SSPC-SP1.
 - FURNISH DROP CLOTHES, SHIELDS, MASKING AND PROTECTIVE METHODS TO PREVENT SPRAY OR DROPPINGS FROM DAMAGING ADJACENT SURFACES AND FACILITIES.
 - APPLY PAINT BY AIRLESS SPRAY, SANDING LIGHTLY BETWEEN EACH SUCCEEDING ENAMEL COAT ON FLAT SURFACES. APPLY MATERIAL TO ACHIEVE A COATING NO THINNER THAN THE DRY FILM THICKNESS INDICATED.
 - APPLY BLOCK FILTER TO CONCRETE BLOCK CONSTRUCTION AT A RATE TO ENSURE COMPLETE COVERAGE WITH PORES COMPLETELY FILLED.
 - CONTRACTOR SHALL CORRECT RUNS, SAGS, MISSES AND OTHER DEFECTS INCLUDING INADEQUATE COVERAGE AS DIRECTED BY THE CINGULAR WIRELESS CONSTRUCTION MANAGER. REPAINT AS NECESSARY TO ACHIEVE SURFACES WHICH ARE SMOOTH, EVENLY COATED WITH UNIFORM SHEEN AND FREE FROM BLEMISHES.
- B. PAINTING SCOPE
- PAINT THE FOLLOWING MATERIALS AND SYSTEMS CHECKED BELOW WITH THE COATING SYSTEM INDICATED.

PAINTING SCOPE					
SURFACE TO BE PAINTED	COATING SYSTEM	PAINT	DO NOT PAINT	N/A	
BTS UNIT					
ALL EQUIPMENT & CABINETS OTHER THAN THE BTS UNIT					
ANTENNA COVERS, TILT BRACKETS, MOUNTING BRACKETS AND ASSOCIATED HARDWARE, CABLE AND CABLE COVERS EXPOSED TO VIEW, EXPOSED CONDUIT AND HANGERS, ETC.					
FLASHING UNITS, METAL TRIM AND OTHER METAL SURFACES					
STUCCO, CONCRETE, CONCRETE BLOCK AND CEMENTIOUS TYPE FINISH SYSTEMS.					
PLYWOOD, LUMBER AND WOOD TRIM INCLUDING THE BACK SIDE OF ALL SCREENWALLS					
DRYWALL					
CONCRETE POLES					
METAL POLES AND METAL POLE STAND-OFF					

- C. COATING SYSTEM SPECIFICATIONS
- DTM ACRYLIC COATING (SERIES B66) BY SHERWIN WILLIAMS CO. 1MIL DFT PER COAT APPLIED IN TWO COATS OVER DTM BONDING PRIMER (B66A50).
 - 100% ACRYLIC, LATEX COATING EQUIVALENT TO A-100 (SERIES A-82) BY SHERWIN WILLIAMS CO. 1 MIL DFT PER COAT APPLIED IN TWO COATS OVER SPECIFIED PRIMER
PAINT & PRIMER
- D. ANTENNAS
- PRIMER – KEM AQUA E61–W525
TOPCOAT – COROTHANE II B65W200/B60V22
- BTS CABINET
- PRIMER – KEM AQUA E61–W525
TOPCOAT – COROTHANE II B65W200/B60V22
- COAXIAL JUMPER CABLES
- PRIMER – AS REQUIRED FOR ADHESION, APPLY ONE COAT OF KEM AQUA WATER REDUCIBLE PRIMER E61W25 REDUCED 25%
TOPCOAT – 2 COATS COROTHANE II POLYURETHANE B65W200/B60V2
- RAW STEEL
- PRIMER – KEM BOND HS B50WZ4, DMT ACRYLIC PRIMER
TOPCOAT – 2 COATS COROTHANE II POLYURETHANE B65W200/B60V2
- GALVANIZED METAL
- ACID ETCH WITH COMMERCIAL ETCH OR VINEGAR PRIMER COAT AND FINISH COAT (GALVITE HIGH SOLIDS OR DTM PRIMER/FINISH)
- STAINLESS STEEL
- PRIMER – DTM WASH PRIMER, B71Y1
TOPCOAT – 2 COATS COROTHANE II POLYURETHANE B65W200/B60V2
- PRE-PRIMED STEEL
- TOUCH UP ANY RUST OR UN-PRIMED STEEL WITH KEM BOND HS, SSOWZ4
- ALUMINUM & COPPER
- PRIMER – DTM WASH PRIMER, B71Y1
TOPCOAT – 2 COATS COROTHANE II POLYURETHANE B65W200/B60V2
- CONCRETE MASONRY
- PRIMER – PRO MAR EXTERIOR BLOCK FILLER
TOPCOAT – 2 COATS A-100 LATEX HOUSE & TRIM, SHEEN TO MATCH
- CONCRETE STUCCO(EXISTING)
- 2 COATS A-100 LATEX HOUSE & TRIM, SHEEN TO MATCH
- STUCCO
- PRIMER – PRO MAR MASONRY CONDITONER B-46–W21000
TOPCOAT – SUPERPAINT A-80 SERIES A-89 SATIN A-84 GLOSS
- WOOD
- PRIMER – A-100 EXTERIOR ALKYD W009D PRIMER Y-24W20
TOPCOAT – 2 COATS A-100 LATEX HOUSE & TRIM SHEEN TO MATCH ADJACENT SURFACES
- FIELD CUTS/DAMAGE(PRIOR TO PRIME & PAINT)
- FIRST & SECOND COAT – CUPRINOL CLEAR WOOD PRESERVATIVE #158-0356
ALL PENETRATIONS INTO FINISHED CLU-LAMS SHALL BE CAULKED WITH "SIKAFLEX" SEALANT
- STEEL TOUCH UP
- STEEL THAT HAS BEEN WELDED, CUT OR SCRATCHED IN THE FIELD SHALL BE TOUCHED UP WITH COLD GALVANIZED PAINT



PROJECT INFORMATION:

(CUP RENEWAL/L600/ANCHOR)
LA92287A
APEL INC. LANDSCAPING

10536 PAINTER AVENUE
SANTA FE SPRINGS, CA 90670
LOS ANGELES COUNTY

CURRENT ISSUE DATE:

10/21/20

ISSUED FOR:

CONSTRUCTION

REV.: DATE: DESCRIPTION: BY:

A	08/23/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
B	09/11/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
C	08/06/20	ANCHOR/L600, REV'D 90% CDS, RE-ISSUED FOR REVIEW	IBK
D	08/12/20	ANCHOR/L600, 100% CDS, REV'D PER TMO RLS.	IBK
E	08/21/20	ANCHOR/L600, 100% CDS, REV'D PER CUP RLS.	IBK
F	10/21/20	ANCHOR/L600, 100% CDS, REV'D PER PLAN CHK. RLS	IDS

PLANS PREPARED BY:



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CONSULTANT:



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Office: (818) 840-0808 Fax: (818) 840-0708

DRAWN BY: CHK.: APV.:

IBK SYNERGY AM

LICENSURE:



SHEET TITLE:

ABBREVIATIONS,
SPECIFICATIONS
&
SYMBOLS

SHEET NUMBER: REVISION:

T-3

F

LA92287A

GENERAL NOTES

1. ALL CONSTRUCTION AND WORKMANSHIP SHALL CONFORM TO THE DRAWINGS AND CBC-2019 SPECIFICATIONS.
2. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AT THE JOB SITE AND SHALL BE RESPONSIBLE FOR COORDINATING THE WORK OF ALL TRADES AND CONDITIONS OF ALL WORK AND MATERIALS INCLUDING THOSE FURNISHED BY SUBCONTRACTORS. ANY DISCREPANCIES SHALL BE CALLED TO THE ATTENTION OF THE STRUCTURAL ENGINEER IMMEDIATELY AND SHALL BE RESOLVED BEFORE PROCEEDING WITH THE WORK.
3. STRUCTURAL DRAWINGS SHALL WORK IN CONJUNCTION WITH ARCHITECTURAL, MECHANICAL AND ELECTRICAL DRAWINGS.
4. DESIGN, MATERIALS, EQUIPMENT, AND PRODUCTS OTHER THAN THOSE DESCRIBED OR INDICATED ON THE DRAWINGS MAY BE CONSIDERED FOR USE PROVIDED PRIOR APPROVAL IS OBTAINED FROM THE STRUCTURAL ENGINEER.
5. ALL CONDITIONS SHOWN OR NOTED AS EXISTING ARE BASED ON THE BEST INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE DRAWINGS. NO WARRANTY IS IMPLIED TO THEIR ACCURACY. CONTRACTOR SHALL FIELD VERIFY ALL CONDITIONS. SHOULD CONDITIONS BECOME APPARENT THAT DIFFER FROM THE CONDITIONS SHOWN, THEY SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE PROFESSIONAL ENGINEER. PROFESSIONAL ENGINEER WILL THEN PREPARE ADDITIONAL DRAWINGS AS MAY BE NEEDED TO ACCOMMODATE THE CONDITIONS AS BROUGHT TO THEIR ATTENTION.
6. MECHANICAL EQUIPMENT MUST BE FIRMLY ATTACHED TO THE STRUCTURE. ISOLATORS, FASTENERS, AND OTHER ELEMENTS PROVIDING STABILITY FOR MECHANICAL EQUIPMENT SHALL BE CAPABLE OF TRANSMITTING CODE REQUIRED LOADS, BUT IN NO EVENT LESS THAN A SHEAR LOAD EQUIVALENT TO 0.45 TIMES THE OPERATING WEIGHT OF THE EQUIPMENT.
7. WATERPROOFING: SEE ARCHITECTURAL DRAWINGS.
8. THE FOUNDATION DESIGN IS BASED ON CBC-2019 TABLE 1806.2. ALLOWABLE SOIL BEARING VALUE IS 1500.
9. THE NOTES AND DETAILS ON DRAWINGS SHALL TAKE PRECEDENCE OVER GENERAL STRUCTURAL NOTES AND TYPICAL DETAILS.
10. TYPICAL DETAILS MAY NOT NECESSARILY BE CUT ON PLANS, BUT APPLY UNLESS NOTED OTHERWISE.

CONCRETE

1. ALL POURED-IN-PLACE CONCRETE SHALL HAVE AN ULTIMATE COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS. UNLESS OTHERWISE NOTED, CEMENT TO BE TYPE-B FROM TESTED STOCK PER ASTM C-150.
2. CONCRETE FORM TOLERANCES SHALL BE WITHIN THE STANDARDS SET BY THE AMERICAN CONCRETE INSTITUTE.
3. ALL REINFORCING STEEL, ANCHOR BOLTS, DOWELS OR OTHER INSERTS SHALL BE SECURED IN POSITION AND INSPECTED BY THE LOCAL BUILDING DEPARTMENT INSPECTOR PRIOR TO THE POURING OF ANY CONCRETE.
4. NO PIPES OR DUCTS SHALL BE PLACED IN STRUCTURAL CONCRETE UNLESS SPECIFICALLY DETAILED. REFER TO ARCHITECTURAL, MECHANICAL, PLUMBING, AND ELECTRICAL DRAWINGS FOR LOCATIONS.
5. FORM EXPOSED CORNERS OF COLUMNS, BEAMS, WALLS, ETC. WITH 3/4" CHAMFERS UNLESS DETAILED OTHERWISE.
6. PROVIDE LIGHT BROOM FINISH ON ALL EXPOSED CONCRETE UNLESS NOTED OTHERWISE.

REINFORCING STEEL

1. REINFORCING STEEL SHALL CONFORM TO ASTM A-615 GRADE 60 U.N.O.
2. BARS SHALL BE CLEAN OF MUD, OIL, OR OTHER COATINGS LIKELY TO IMPAIR BONDING.
3. ALL REINFORCING SHALL BE PLACED PRIOR TO PLACING CONCRETE OR GROUTING MASONRY. ALL REINFORCING SHALL BE CHAIRED TO ENSURE PROPER CLEARANCES. SUPPORT OF FOUNDATION REINFORCING MUST PROVIDE ISOLATION FROM MOISTURE/CORROSION BY USE OF A PLASTIC OR CONCRETE CHAIR. DUCT-TAPE IS NOT AN ACCEPTABLE MOISTURE/CORROSION PROTECTION.
4. REINFORCING STEEL SHALL BE SPLICED AS SHOWN OR NOTED. SPLICES AT OTHER LOCATIONS SHALL BE REVIEWED BY THE STRUCTURAL ENGINEER. ALL VERTICAL WALL REINFORCEMENT SHALL BE CONTINUOUS BETWEEN SPLICE LOCATIONS SHOWN IN THE DRAWINGS.
5. ALL GRADE 60 REINFORCING TO BE WELDED SHALL BE ASTM A706.
6. CLEAR CONCRETE COVERAGE IS AS FOLLOWS:
- | | |
|---|-----------------------------|
| CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH | 3" |
| EXPOSED TO EARTH OR WEATHER | |
| #6 OR LARGER | 2" |
| #5 AND SMALLER | 1-1/2" |
| COLUMNS (TO TIES) | 1-1/2" |
| BEAMS (TO STIRRUPS) | 1-1/2" |
| FLAT SLABS | 3/4" |
| WALLS | SEE SCHEDULE AND OR DETAILS |
| ALL OTHER PER LATEST EDITION OF ACI 318 | |

STRUCTURAL STEEL

1. THE LABOR, MATERIALS AND EXECUTION REQUIRED FOR ALL CONCRETE WORK AS INDICATED ON THE DRAWINGS SHALL BE IN ACCORDANCE WITH THOSE APPLICABLE PORTIONS OF CHAPTER 22 OF THE LATEST ADOPTED EDITION OF THE CALIFORNIA BUILDING CODE.
2. STRUCTURAL STEEL NOT ENCASED IN CONCRETE SHALL BE SHOP PAINTED WITH TNAMEC99 METAL PRIMER OR APPROVED EQUIVALENT.
3. UNLESS NOTED OTHERWISE, ALL BOLTS SHALL BE ASTM A307. THIS INCLUDES EXPANSION/ADHESIVE ANCHORS. BOLTED CONNECTIONS SHALL CONFORM TO AISC SPECIFICATIONS UNLESS NOTED OTHERWISE ON THE DRAWINGS.
4. UNLESS NOTED OTHERWISE ALL WELDS PER THE LATEST EDITIONS OF THE AWS STANDARDS SHALL CONFORM TO AISC SPECIFICATIONS. WELDING SHALL BE PERFORMED BY WELDERS HOLDING VALID CERTIFICATES AND HAVING CURRENT EXPERIENCE IN THE TYPE OF WELD SHOWN ON THE DRAWINGS OR NOTES. THESE DRAWINGS DO NOT DISTINGUISH BETWEEN SHOP AND FIELD WELDS.
5. CONTRACTOR IS PERMITTED TO CUT AND WELD ANTENNA SUPPORT ASSEMBLY ARMS AS NECESSARY TO MEET THE LENGTH REQUIREMENTS IN THE FIELD. WELDS SHALL CONSIST OF A 3/16" FILLET ALL THE WAY AROUND FOR 1/4" THICK STEEL OR LESS AND 3/8" FILLET WELD FOR STEEL 1/2" THICK OR LESS. CONTRACTOR SHALL RESTORE CORROSION BARRIER WITH AN APPROVED PAINT IN ACCORDANCE WITH BS 729-1971 AND PREN 1029."

STRUCTURAL NOTES (CONTINUATION)

6. MATERIAL CONFORMANCE:
- A. WIDE FLANGE STEEL SECTIONS PER ASTM A572 OR A992 WITH Fy = 50 KSI
- B. PIPES SECTIONS PER ASTM A501 WITH Fy = 36 KSI
- C. TUBE STEEL SECTIONS PER ASTM A500 WITH Fy = 46 KSI
- D. COLD FORMED STEEL PER ASTM A653 WITH Fy = 50 KSI
- E. WELDING ELECTRODES PER AWS CODE, E70XX UNLESS NOTED OTHERWISE ON PLANS
- F. ALL OTHER MISCELLANEOUS STEEL SHALL BE ASTM A36 WITH Fy = 36 KSI UNLESS NOTED OTHERWISE ON THE PLANS

ADHESIVE / MECHANICAL ANCHORS

1. ALL POST-INSTALLED ANCHORS SHALL BE PER SIMPSON OR HILTI MANUFACTURING AS INDICATED ON THE PLANS.
2. MECHANICAL ANCHORS SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING APPROVAL CODES:
- FOR SIMPSON STRONG BOLT 2 ANCHORS, INSTALLATION SHALL COMPLY WITH ICC-ES ESR-3037 AND LARR 25891 FOR ANCHORAGE TO CONCRETE, IAPMO ER-240 AND LARR 25936 FOR ANCHORAGE TO MASONRY.
- FOR HILTI KWIK BOLT ANCHORS, INSTALLATION SHALL COMPLY WITH ICC-ES ESR-1917 AND LARR 25701 FOR ANCHORAGE TO CONCRETE.
- ADHESIVE ANCHORS SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING APPROVAL CODES:
- FOR SIMPSON SET-XP EPOXY ANCHORS, INSTALLATION SHALL BE IN ACCORDANCE WITH ICC-ES ESR-2508 AND LARR 25744 FOR ANCHORAGE TO CONCRETE, IAPMO UES ER-265 AND LARR 25965 FOR ANCHORAGE TO MASONRY.
- FOR HILTI HIT-HY 200 EPOXY ANCHORS, INSTALLATION SHALL BE IN ACCORDANCE WITH ICC ESR-3187 AND LARR 25964 FOR ANCHORAGE TO CONCRETE.
3. ALLOW A MINIMUM OF 72 HOURS AFTER NEW CONCRETE IS PLACED PRIOR TO LOCATING MECHANICAL OR ADHESIVE ANCHORS. ALL MECHANICAL/ADHESIVE ANCHORS REQUIRE SPECIAL STRUCTURAL INSPECTION PER THE BUILDING CODE.

MASONRY

1. CONCRETE MASONRY UNITS SHALL CONFORM TO ASTM C90, MEDIUM WEIGHT, GRADE N WITH Fm = 1500 PSI.
2. MORTAR TYPE S, Fm = 1800 PSI
3. PROVIDE EXPANSION JOINTS IN MASONRY WALLS EVERY 24'-0" O.C.
4. VERTICAL REINFORCING SHALL BE 1 #5 VERTICAL IN CENTER OF GROUTED CELL CONTINUOUS FULL HEIGHT OF WALL AT ALL CORNERS, INTERSECTIONS, WALL ENDS, BEAM BEARINGS, JAMBS, EACH SIDE OF CONTROL JOINTS AND AT INTERVALS NOT TO EXCEED 48" O.C. UNLESS NOTED OTHERWISE ON THE PLANS. TIE AT 8'-0" O.C. VERTICALLY WITH SINGLE WIRE LOOP TIE BY AA WIRE PRODUCTS COMPANY OR EQUIALENT. DOWEL VERTICAL REINFORCING TO FOUNDATION WITH DOWELS TO MATCH VERTICAL REINFORCING.
5. HORIZONTAL REINFORCING SHALL CONSIST OF 2 #5 CONTINUOUS AT ELEVATED FRAMING ASSEMBLIES. 1 #5 CONTINUOUS AT TOP OF PARAPETS AND FREESTANDING WALLS. PLACE THESE BARS CONTINUOUS THROUGH CONTROL JOINTS. INSTALL BENT BARS TO MATCH HORIZONTAL REINFORCING AT CORNERS AND INTERSECTIONS TO MAINTAIN BOND BEAM CONTINUITY. STANDARD WEIGHT (NO. 9 GAGE WIRE) DUR-O-WALL OR DUR-O-WIRE (OR EQUIVALENT) LADDER TYPE JOINT REINFORCING AT 16" O.C. LAP LADDER TYPE JOINT REINFORCING 12" MINIMUM.
6. LAP SPLICES FOR VERTICAL AND HORIZONTAL REINFORCING SHALL BE PER TYPICAL DETAILS. DO NOT SPLICE WITHIN 8'-0" OF CONTROL JOINTS.

WOOD

1. IN STUD WALLS, UNLESS NOTED OTHERWISE, INSTALL DOUBLE STUDS AT ALL JAMBS, CORNERS, INTERSECTIONS AND AT ISOLATED BEARING POINTS OF FRAMING MEMBERS ABOVE. EVERY OTHER STUD OF WOOD FRAME BEARING WALL SHALL HAVE A SIMPSON H3 ANCHOR TOP AND BOTTOM, EXCEPT AT THOSE WALLS WHERE PLYWOOD SHEATHING IS NAILED DIRECTLY TO THE TOP AND BOTTOM PLATES. PROVIDE 2X SOLID BLOCKING AT MID-HEIGHT OF BEARING STUD WALLS.
2. SAWN LUMBER FRAMING SHALL COMPLY WITH THE LATEST EDITION OF THE GRADING RULES OF THE WMPA OR THE WCLUB. ALL SAWN LUMBER SHALL BE STAMPED WITH THE GRADE MARK OF AN APPROVED LUMBER GRADING AGENCY AND SHALL HAVE MINIMUM PROPERTIES WHICH MEET OR EXCEED THE FOLLOWING WOOD TYPES:

MEMBER	WOOD TYPE
JOISTS	
2X4 (PANELIZED)	D.F. SELECT
2X4	D.F. #2
2X6 OR LARGER	D.F. #2
BEAMS	
WIDTH OF 4" OR LESS	D.F. #1
WIDTH GREATER THAN 4"	D.F. SELECT
LEDGERS AND TOP PLATES	D.F.#2
STUDS	
2X4	D.F. STD
2X6 OR LARGER	D.F. #2
POSTS	
4X4	D.F. #2
6X6 OR LARGER	D.F. SELECT

3. GLU-LAMINATED BEAMS SHALL HAVE THE FOLLOWING MINIMUM PROPERTIES: Fb = 2,400 PSI, Fy = 240 PSI, E = 1,800,000 PSI. BEAMS CANTILEVERING OVER SUPPORTS SHALL HAVE THE SPECIFIED MINIMUM PROPERTIES TOP AND BOTTOM. ALL BEAMS SHALL BE FABRICATED USING WATERPROOF GLUE. FABRICATION AND HANDLING PER LATEST AISC AND WCLA STANDARDS. BEAMS TO BEAR GRADE STAMP AND AISC STAMP AND CERTIFICATE. CAMBER AS SHOWN ON DRAWINGS. IN THE ABSENCE OF CAMBER SHOWN ON THE PLAN, PROVIDE STANDARD CAMBER. STANDARD CAMBER IS DEFINED AS A RADIUS OF CURVATURE EQUAL TO 2500 FEET.
4. PLYWOOD SHALL BE APA "CDX" RATED SHEATHING OR BETTER AND SHALL BEAR THE STAMP OF AN APPROVED TESTING AGENCY. LAY UP PLYWOOD WITH FACE GRAIN PERPENDICULAR TO SUPPORTS. (ON ROOFS WHERE PLYWOOD IS LAYED UP WITH FACE GRAIN PARALLEL TO SUPPORTS, USE A MINIMUM OF 5-PLY PLYWOOD). STAGGER JOINTS. ALL NAILING SHALL BE COMMON NAILS UNLESS NOTED OTHERWISE. WHERE SCREWS ARE INDICATED FOR WOOD TO WOOD ATTACHMENTS, USE WOOD SCREWS. ALL PLYWOOD SHALL BE OF THE FOLLOWING NOMINAL THICKNESS, SPAN/INDEX RATIO AND SHALL BE ATTACHED AS FOLLOWS UNLESS NOTED OTHERWISE.

USE	THICKNESS	SPAN/INDEX RATIO	ATTACHMENT EDGE	INTERMEDIATE
ROOF	5/8"	32/16	10d@6" O.C.	10d@12" O.C.
ROOF	3/4"	40/20	10d@6" O.C.	10d@12" O.C.
FLOOR	3/4"	40/20	SCREWS@6" O.C.	SCREWS@12" O.C.
SHEAR WALL	3/8"	24/0	8d@6" O.C.	8d@12" O.C.

FIBER REINFORCED PLASTIC (FRP)

1. ALL CONNECTIONS SHALL BE 3/8" DIAMETER FIBER BOLTS, U.N.O. (PULTEX 1625 OR EQUIVALENT) AND ALL HOLES UNLESS NOTED OTHERWISE SHALL BE PUNCHED OR DRILLED 1/8" LARGER IN DIAMETER THAN THE BOLTS THEY RECEIVE.
2. ALL CONTACT SURFACES OF FRP STRUCTURAL SHAPES AND/OR HYBRID POLYMER COMPOSITE ARCHITECTURAL PANELS SHALL BE BONDED PER MANUFACTURER'S RECOMMENDATIONS. USE 1/2" FRP SCREEN SKIN AND EPOXY GLUE SKIN TO FRAMING MEMBERS WITH 3/8" DIAMETER FIBER BOLTS AT 24" O.C. EIFS SHALL MATCH BUILDING AND BE ATTACHED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
3. ALL LIQUID NAILS MULTI-PURPOSE CONSTRUCTION ADHESIVE SHALL BE PER MACCO OR APPROVED EQUIVALENT. BONDING SURFACE SHALL BE CAREFULLY PREPARED TO ENSURE A GOOD ADHESIVE BOND BY WIPING THE SURFACE WITH A STERILIZING SOLVENT, REMOVING SURFACE GLOSS BY LIGHT SANDING, APPLY ADHESIVE, AND FASTEN OR CLAMP BONDING SURFACES UNTIL CURED.
4. ALL EXPOSED JOINTS AT ARCHITECTURAL PANELS AHD SHAPES (EDGES, CORNERS, ETC.) SHALL BE CAULKED WITH AN APPROVED FLEXIBLE POLYURETHANE SEALANT/CAULK.
5. ALL OPEN ENDS OR GAPS OF SCREEN FRAMING WHERE WATER SUSCEPTIBLE TO WATER INFILTRATION SHALL BE WEATHER CAPED OR SEALED BY THE GENERAL CONTRACTOR.
6. ALL FRP MATERIAL TO BE LOCATED IN THE CITY OF LOS ANGELES SHALL CONFORM TO LARR 25536.
7. ALL FRP MATERIAL SHALL CONFORM TO ASTM D-638, 695, 790, 2344, 732, ADDITIONALLY WITH BOLTS CONFORMING TO ASTM B-565. ALL FRP MATERIAL SHALL HAVE THE FOLLOWING MINIMUM PROPERTIES FOR ALLOWABLE STRESS DESIGN (BASED ON A SAFETY FACTOR OF 7). VALUES ARE REPRESENTED IN KSI.

MECHANICAL PROPERTY	LENGTHWISE	CROSSWISE
TENSILE STRESS Ft	4.3	1.0
COMPRESSIVE STRESS Fc	4.3	2.1
FLEXURAL STRESS Fv	4.3	1.4
MODULUS OF ELASTICITY E	2.8X10 ⁶	--
SHEAR Fv	0.6	--
BOLT SHEAR	1.2	--

SPECIAL STRUCTURAL INSPECTION – STRUCTURAL ONLY

1. SPECIAL STRUCTURAL INSPECTION IS TO BE PROVIDED FOR THE ITEMS LISTED BELOW IN ADDITION TO THE INSPECTIONS CONDUCTED BY THE BUILDING JURISDICTION. SPECIAL STRUCTURAL INSPECTION IS REQUIRED FOR THE FOLLOWING:
- | VERIFICATION AND INSPECTION | INSPECTION TYPE
CONTINUOUS PERIODIC | REFERENCE STANDARD |
|------------------------------|--|--|
| STEEL CONSTRUCTION | | |
| WELDING | | |
| AT FLOOR AND ROOF DECK WELDS | X | AWS D1.3 |
| FOR REINFORCING STEEL | X | AWS D1.4, ACI 318 |
| FOR STRUCTURAL STEEL | X | |
| CONCRETE CONSTRUCTION | | |
| REINFORCING STEEL | X | ACI 318: 3.5, 7.1-7.7 |
| POST-INSTALLED ANCHORS | X | ACI 318: 3.8.6, 8.1.3, 21.2.8 |
| USE OF REQUIRED DESIGN MIX | X | ACI 318: CHAPER 4, 5.2-5.4 |
| MASONRY CONSTRUCTION | | TMS 402 AND 602/ ACI 530/ASCE 5, 6 |
| REINFORCING STEEL | | |
| GROUT PLACEMENT | X | |
| CLEANOUTS PRIOR TO CLOSURE | X | |
| POST-INSTALLED ANCHORS | X | LARR 25891, LARR 25701
LARR 25965, LARR 25964 |
2. THE SPECIAL INSPECTOR SHALL OBSERVE THE WORK ASSIGNED TO BE CERTAIN THAT IT CONFORMS TO THE APPROVED DESIGN DRAWINGS AND SPECIFICATIONS. THE SPECIAL INSPECTOR IS NOT AUTHORIZED TO APPROVE DEVIATIONS FROM THE DESIGN DRAWINGS OR SPECIFICATIONS AND ALL DEVIATIONS MUST BE APPROVED BY THE ENGINEER OF RECORD PRIOR TO PROCEEDING WITH THE WORK. ALL REQUESTS FOR DEVIATIONS SHALL BE INITIATED BY THE CONTRACTOR VIA A WRITTEN REQUEST FOR INFORMATION.
3. THE SPECIAL INSPECTOR SHALL FURNISH INSPECTION REPORTS TO THE BUILDING OFFICIAL AND TO THE ENGINEER OF RECORD. ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION, THEN, IF UNCORRECTED TO THE DESIGN AUTHORITY AND THE BUILDING OFFICIAL.
4. CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE SPECIAL INSPECTOR ACCESS TO ALL ITEMS REQUIRING SPECIAL INSPECTION. INSPECTOR IS NOT AUTHORIZED TO OPERATE CONTRACTOR'S EQUIPMENT.
5. FOR ADDITIONAL INFORMATION ON SPECIAL STRUCTURAL INSPECTIONS, CONTACT THE ENGINEER OF RECORD PRIOR TO START OF CONSTRUCTION.



PROJECT INFORMATION:

(CUP RENEWAL/L600/ANCHOR)
LA92287A
APEL INC. LANDSCAPING

10536 PAINTER AVENUE
SANTA FE SPRINGS, CA 90670
LOS ANGELES COUNTY

CURRENT ISSUE DATE:

10/21/20

ISSUED FOR:

CONSTRUCTION

REV.: DATE: DESCRIPTION: BY:

A	08/23/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
B	09/11/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
C	08/06/20	ANCHOR/L600, REV'D 90% CDS, RE-ISSUED FOR REVIEW	IBK
D	08/12/20	ANCHOR/L600, 100% CDS, REV'D PER TMO RLS.	IBK
E	08/21/20	ANCHOR/L600, 100% CDS, REV'D PER CUP RLS.	IBK
F	10/21/20	ANCHOR/L600, 100% CDS, REV'D PER PLAN CHK. RLS	IDS

PLANS PREPARED BY:



7543 Woodley Ave., #201, Van Nuys, CA 91406
Office: (818) 840-0808 Fax: (818) 840-0708

CONSULTANT:



7543 Woodley Ave., #201, Van Nuys, CA 91406
Office: (818) 840-0808 Fax: (818) 840-0708

DRAWN BY: CHK.: APV.:

IBK SYNERGY AM

LICENSURE:



SHEET TITLE:

GENERAL STRUCTURAL NOTES

SHEET NUMBER: REVISION:

T-4

F

LA92287A

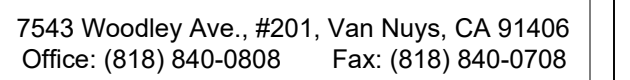
ALL PLANS AND DIMENSIONS HAVE BEEN CREATED USING EXISTING DRAWINGS WITHOUT THE USE OF A SURVEY. SYNERGY A DIVISION OF ADVANTAGE ENGINEERS, LLC. DOES NOT GUARANTEE ACCURACY OR MAKE ANY WARRANTIES AS TO THE EXISTING CONDITIONS AS COMPARED TO THE PLANS. ALL MEASUREMENTS SHOULD BE FIELD VERIFIED.



10536 PAINTER AVENUE
SANTA FE SPRINGS, CA 90670
LOS ANGELES COUNTY

10/21/20

CONSTRUCTION

PLANS PREPARED BY:

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Office: (818) 840-0808 Fax: (818) 840-0708

IBK	SYNERGY	AM
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REGISTERED PROFESSIONAL ENGINEER
ALIREZA MASHHADI, ALI
C88808
CIVIL
STATE OF CALIFORNIA

OVERALL SITE PLAN

A-1	F
	LA92287A



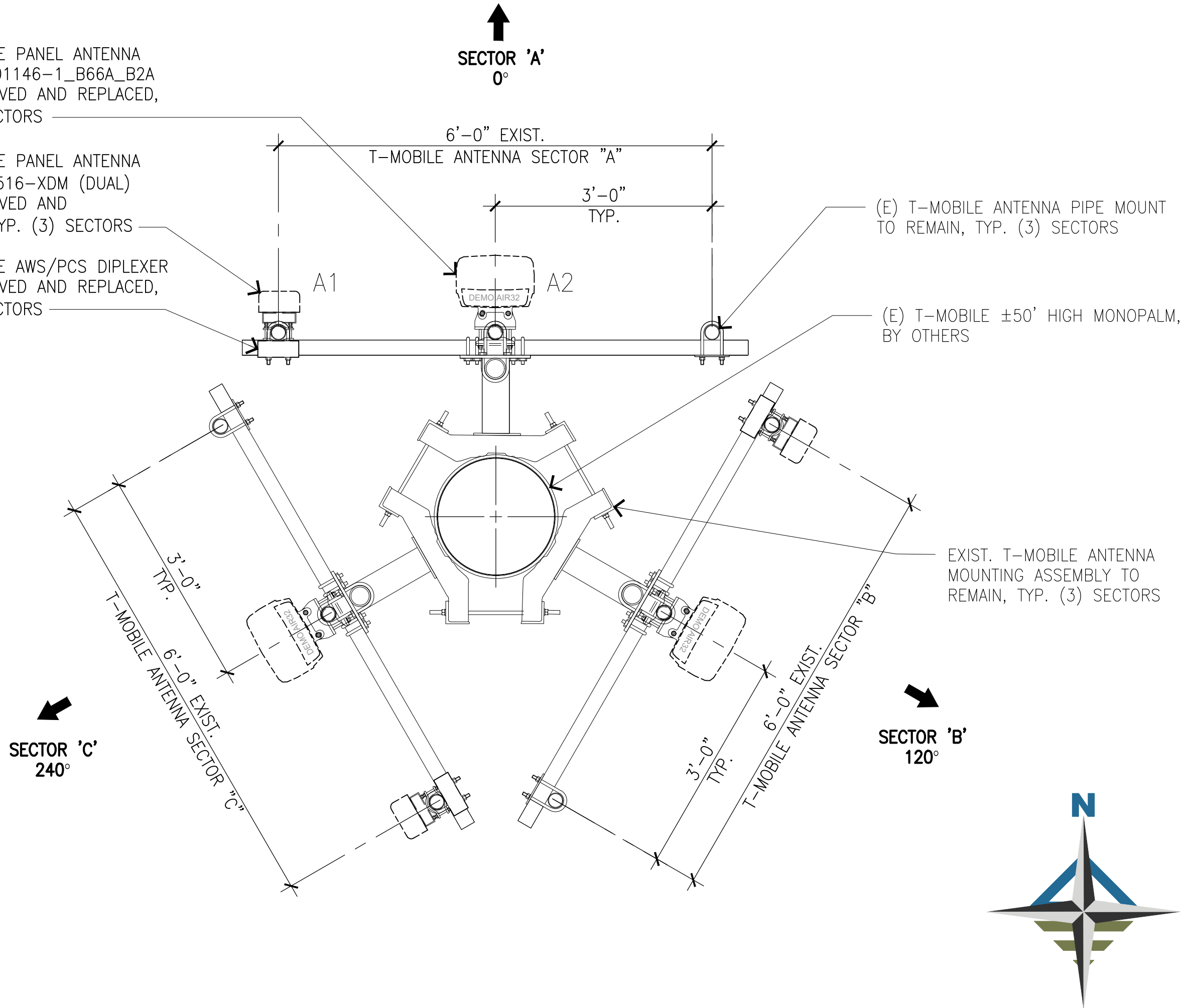
SCALE:		1
1"=20'-0"	0 20' 40'	

EXISTING ANTENNA SCHEDULE												
SECTOR	AZIMUTH	RAD CENTER	ANTENNA			RRU/TMA/SMART BIAS T		COAX JUMPER	FIBER JUMPER	HCS/COAX CABLE	POWER	
			MODEL NO.	SIZE	QTY.	TYPE	QTY.	QTY.	QTY.	SIZE & TYPE	QTY.	SIZE & TYPE
SECTOR 'A'	0°	±45°-0"	SUMWDP-06516-XDM (DUAL)	54.5"	1	SMART BIAS T	1	-	FIBER JUMPER 16 FT. (4)	7/8" Ø COAX 70 FT.	2	-
			AIR32 KRD901146-1_B66A_B2A (OCTO)	59.6"	1	AWS/PCS DIPLEXER	2					
SECTOR 'B'	120°	±45°-0"	SUMWDP-06516-XDM (DUAL)	54.5"	1	SMART BIAS T	1	-	FIBER JUMPER 16 FT. (4)	7/8" Ø COAX 70 FT.	2	-
			AIR32 KRD901146-1_B66A_B2A (OCTO)	59.6"	1	AWS/PCS DIPLEXER	2					
SECTOR 'C'	240°	±45°-0"	SUMWDP-06516-XDM (DUAL)	54.5"	1	SMART BIAS T	1	-	FIBER JUMPER 16 FT. (4)	7/8" Ø COAX 70 FT.	2	-
			AIR32 KRD901146-1_B66A_B2A (OCTO)	59.6"	1	AWS/PCS DIPLEXER	2					
MW DISH	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL					6		9	-	12		6	-
HYBRID CABLE SYSTEM			(1) EXIST. ERICSSON 6X12 HCS 10AWG 30M & (2) EXIST. ERICSSON 6X12 6AWG 30M									

(E) T-MOBILE PANEL ANTENNA
AIR32 KRD901146-1_B66A_B2A
TO BE REMOVED AND REPLACED,
TYP. (3) SECTORS

(E) T-MOBILE PANEL ANTENNA
SUMWDP-06516-XDM (DUAL)
TO BE REMOVED AND
REPLACED, TYP. (3) SECTORS

(E) T-MOBILE AWS/PCS DIPLEXER
TO BE REMOVED AND REPLACED,
TYP. (3) SECTORS



EXISTING ANTENNA LAYOUT PLAN

NEW ANTENNA SCHEDULE												
SECTOR	AZIMUTH	RAD CENTER	ANTENNA			RRU/TMA/SMART BIAS T		COAX JUMPER	FIBER JUMPER	HCS/COAX CABLE	POWER	
			MODEL NO.	SIZE	QTY.	TYPE	QTY.	QTY.	QTY.	SIZE & TYPE	QTY.	SIZE & TYPE
SECTOR 'A'	0°	±45°-0"	COMMSCOPE FFV4-65A-R6	59"	1	RADIO 4449 B71+B85	1	-	FIBER JUMPER 16 FT. (4)	FIBER JUMPER 2F SM OUTDOORCON-LCD W/ COVER 5M	8	-
			ERICSSON-AIR6449 B41 (ACTIVE - MASSIVE MIMO)	33.1"	1	RADIO 4424 B25	1					
SECTOR 'B'	120°	±45°-0"	COMMSCOPE FFV4-65A-R6	59"	1	RADIO 4449 B71+B85	1	-	FIBER JUMPER 16 FT. (4)	FIBER JUMPER 2F SM OUTDOORCON-LCD W/ COVER 5M	8	-
			ERICSSON-AIR6449 B41 (ACTIVE - MASSIVE MIMO)	33.1"	1	RADIO 4424 B25	1					
SECTOR 'C'	240°	±45°-0"	COMMSCOPE FFV4-65A-R6	59"	1	RADIO 4449 B71+B85	1	-	FIBER JUMPER 16 FT. (4)	FIBER JUMPER 2F SM OUTDOORCON-LCD W/ COVER 5M	8	-
			ERICSSON-AIR6449 B41 (ACTIVE - MASSIVE MIMO)	33.1"	1	RADIO 4415 B66A	1					
MW DISH	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL					6		9	-	16		60	-
HYBRID CABLE SYSTEM			(1) EXIST. ERICSSON 6X12 HCS 10AWG 30M & (2) EXIST. ERICSSON 6X12 6AWG 30M									

NOTES:

- CONTRACTOR SHALL REPLACE EXISTING ANTENNA SUPPORT WITH RMV-3XX OR CONFIRM RMV-3XX IN WRITING TO E.O.R. PRE-EXISTING
- NEW ANTENNAS, RADIOS AND MOUNTING BRACKETS TO BE PAINTED TO MATCH EXIST.

(N) T-MOBILE PANEL ANTENNA
COMMSCOPE FFV4-65A-R6 5FT. ANTENNA,
(1) PER SECTOR, TYP. (3) SECTORS,
SEE DETS. 1 D-1

(N) T-MOBILE RADIO 4449 B71+B85,
RADIO 4415 B25, MOUNTED NEARBY OR
BEHIND PANEL ANTENNA,
SEE DETS. 4,6 D-1 2 D-2 2 D-3

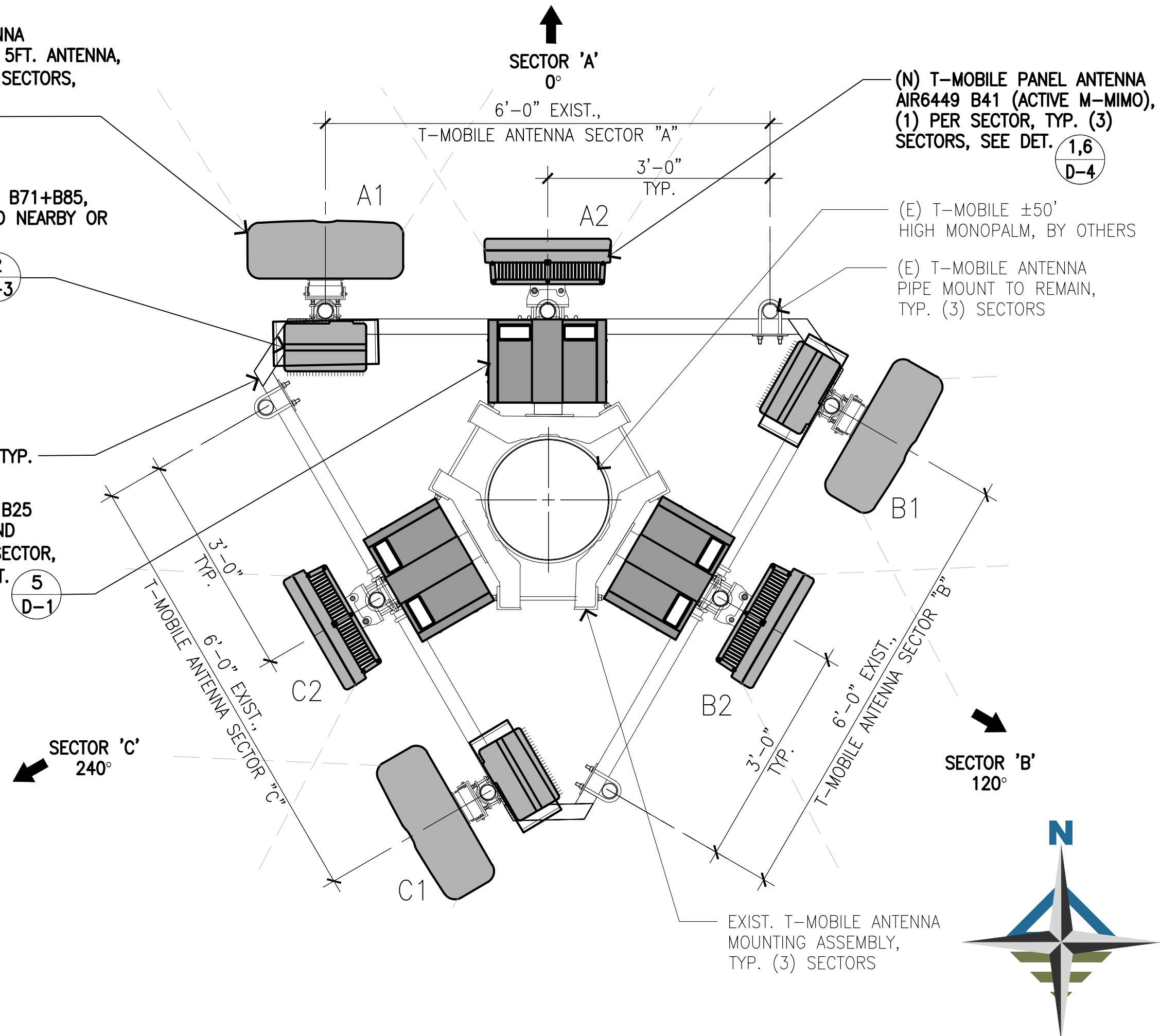
(N) ANGLE TO TIE ENDS
TOGETHER, SEE STRUCT'L, TYP.

(N) T-MOBILE RADIO 4424 B25
MOUNTED NEARBY OR BEHIND
PANEL ANTENNA, (1) PER SECTOR,
TYP. (3) SECTORS, SEE DET. 5 D-1

(N) T-MOBILE PANEL ANTENNA
AIR6449 B41 (ACTIVE M-MIMO),
(1) PER SECTOR, TYP. (3)
SECTORS, SEE DET. 1,6 D-4

(E) T-MOBILE ±50'
HIGH MONOPALM, BY OTHERS

(E) T-MOBILE ANTENNA
PIPE MOUNT TO REMAIN,
TYP. (3) SECTORS



NEW ANTENNA LAYOUT PLAN



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LA92287A
APEL INC. LANDSCAPING

10536 PAINTER AVENUE
SANTA FE SPRINGS, CA 90670
LOS ANGELES COUNTY

CURRENT ISSUE DATE:

10/21/20

ISSUED FOR:

CONSTRUCTION

REV.: DATE: DESCRIPTION: BY:

A	08/23/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
B	09/11/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
C	08/06/20	ANCHOR/L600, REV'D 90% CDS, RE-ISSUED FOR REVIEW	IBK
D	08/12/20	ANCHOR/L600, 100% CDS, REV'D PER TMO RLS.	IBK
E	08/21/20	ANCHOR/L600, 100% CDS, REV'D PER CUP RLS.	IBK
F	10/21/20	ANCHOR/L600, 100% CDS, REV'D PER PLAN CHK. RLS	IDS

PLANS PREPARED BY:



7543 Woodley Ave., #201, Van Nuys, CA 91406
Office: (818) 840-0808 Fax: (818) 840-0708

CONSULTANT:



7543 Woodley Ave., #201, Van Nuys, CA 91406
Office: (818) 840-0808 Fax: (818) 840-0708

DRAWN BY: CHK.: APV.:

IBK SYNERGY AM

LICENSURE:



SHEET TITLE:

EXISTING & NEW
ANTENNA LAYOUT PLANS
&
ANTENNA SCHEDULES

SHEET NUMBER: REVISION:

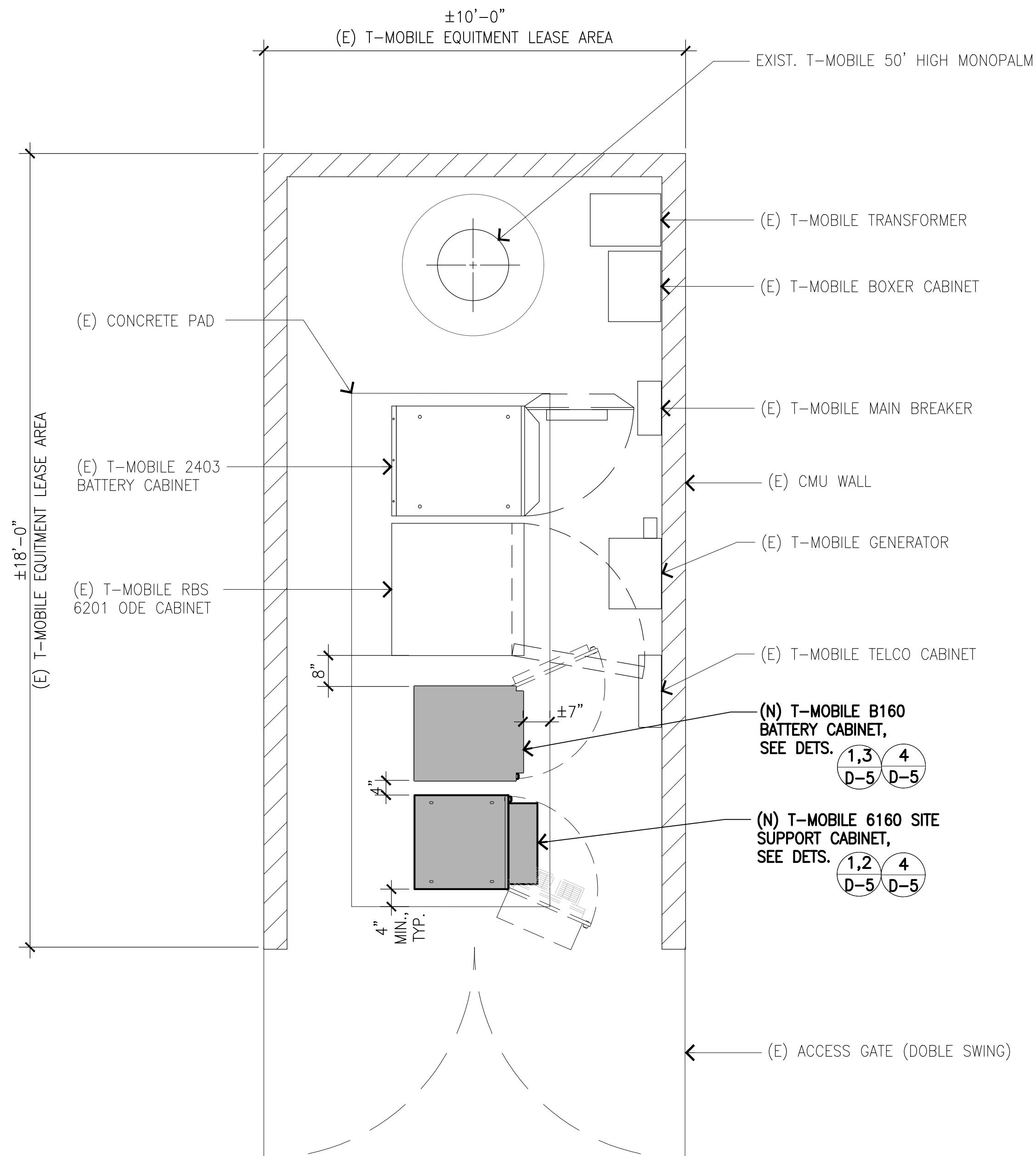
A-2

F

LA92287A

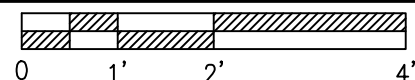
*****CM NOTES*****

1. NEED 5 X PSU AC 03 AND 2 X PDU0104 FOR EXISTING 6201 WITH PCU AC06 WILL BE INSTALLED IN THE ODE CABINET BUT OUTSIDE THE 6201 CABINET
2. RELOCATE BOTH DUW'S AT BOTTOM OF 6201 TO DECOMMED B4 RADIO POSITIONS.
3. REMOVE DEAD OR DARKENED CABINETS (INCLUDING DIPLEXER CABINET)
4. INSTALL 6160 AND B160 CABINET NEXT TO EXISTING CABINET
5. INSTALL 150AMP BREAKER FOR 6160 CABINET
6. INSTALL IXR-E ROUTER INSIDE 6160
7. NEED XCEDE CABLES
8. NEED 4 COPPER MOD SFPS FOR THE ROUTER
9. UPGRADE (1) GPS UPGRADE KIT INSIDE MAIN CABINET: 8 PORT GPS SPLITTER SAP 33559/CABLES
10. USE (3) 50A SPDS FOR AIR6449 IN 6160
11. USE (3) 30AMP SPDS FOR RADIO 4415 IN 6160
12. USE (6) 30AMP SPDS FOR RADIO 4449 IN 6160
13. ADD (1) GPS 03 01 FOR L600
14. INSTALL (3) 6630 FOR L2500,(1) 6648 FOR N2500 INSIDE 6160
15. INSTALL (1) 6630 FOR L600 INSIDE 6201ODE
16. INSTALL 2" CONDUIT BETWEEN MAIN CAB AND 6160 WITH BLACK FIBER / INTERCONNECT BB TRAFFIC VIA E5-LINK AND ORANGE FIBER /BACKHAUL CONNECTION FROM BBS TO NEW CSR
17. EXTEND GPS CABLES AND AAV FIBER TO THE EXISTING BASEBANDS INSIDE 6201ODE
18. INSTALL (1) PSU48 VOLTAGE BOOSTER FOR AIR6449



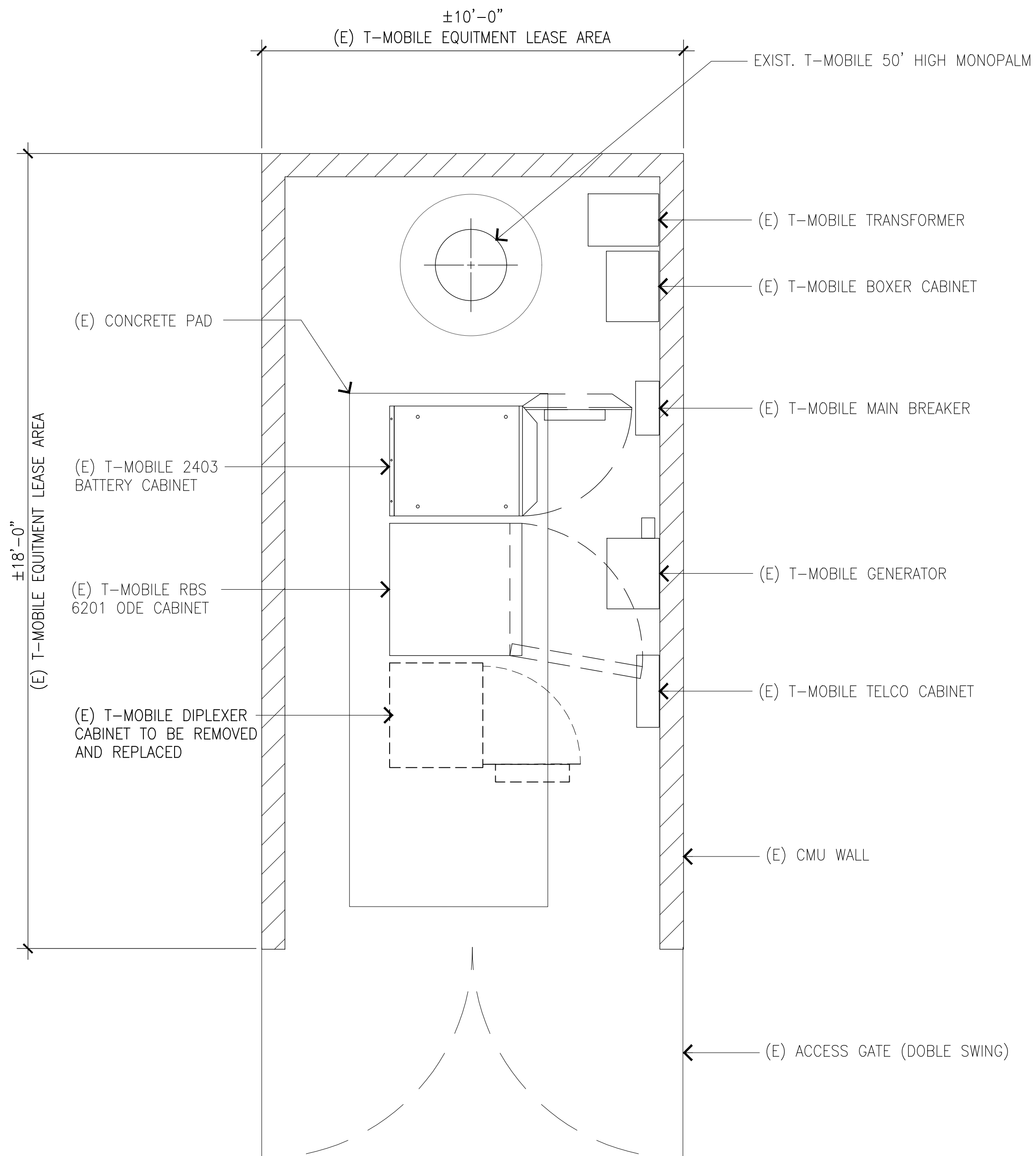
NEW EQUIPMENT LAYOUT PLAN

SCALE:
1/2"=1'-0"

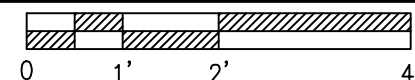


2

EXISTING EQUIPMENT LAYOUT PLAN



SCALE:
1/2"=1'-0"



1



PROJECT INFORMATION:

(CUP RENEWAL/L600/ANCHOR)
LA92287A
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IBK SYNERGY AM

LICENSURE:



SHEET TITLE:

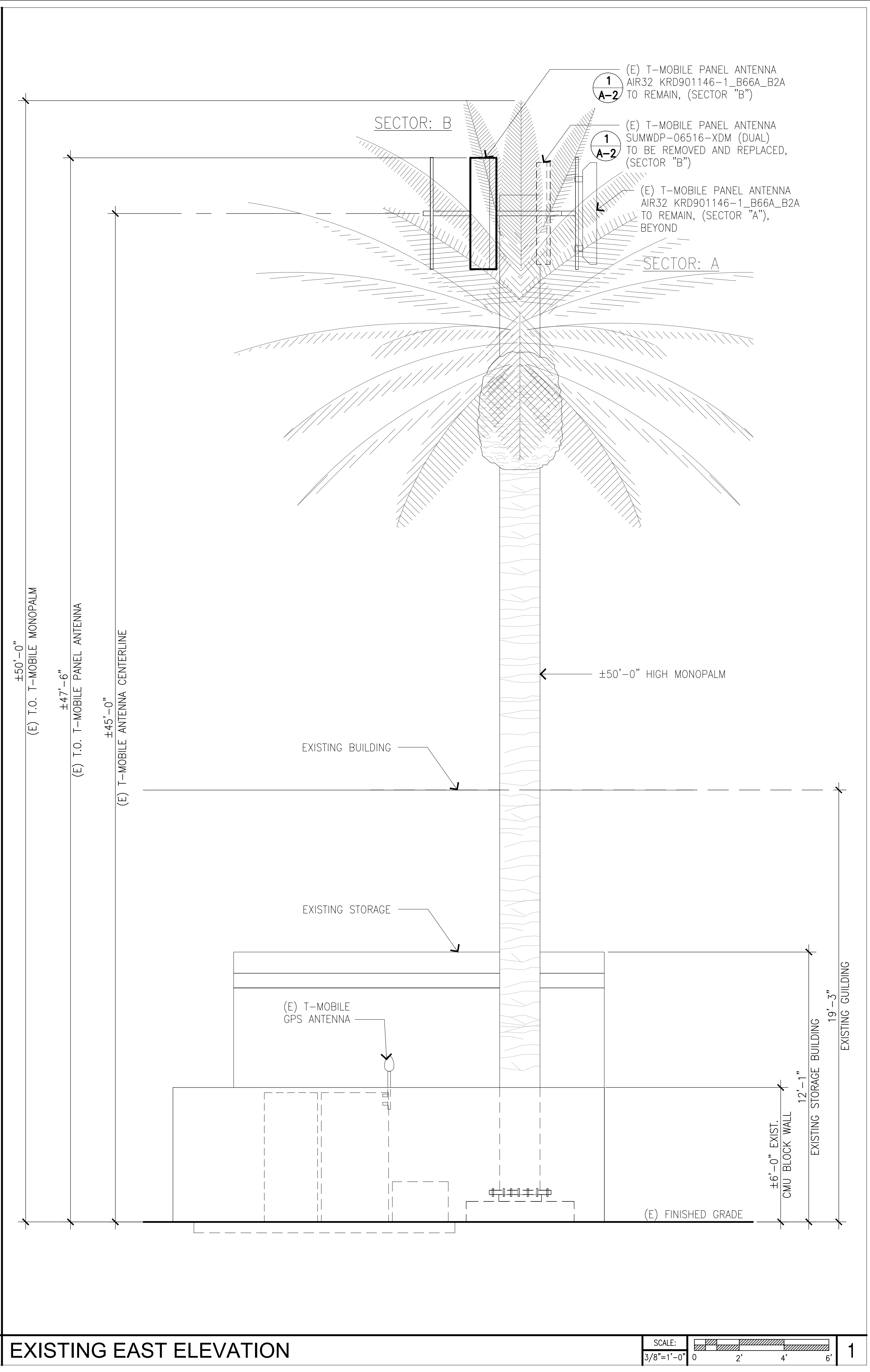
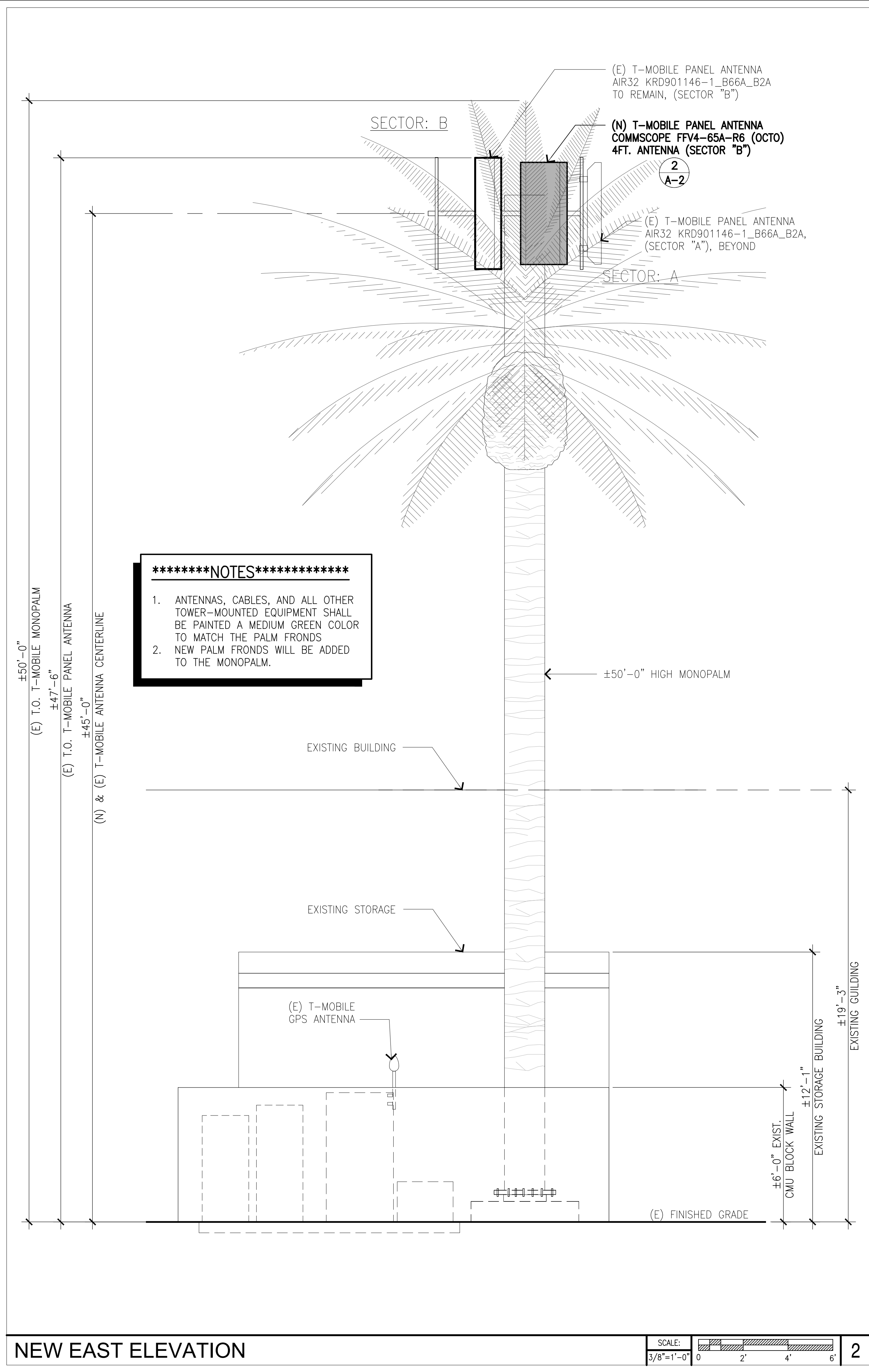
EXISTING & NEW
EQUIPMENT
LAYOUT PLANS

SHEET NUMBER: REVISION:

A-3

F

LA92287A





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DRAWN BY: IBK CHK.: SYNERGY APV.: AM

LICENSURE:

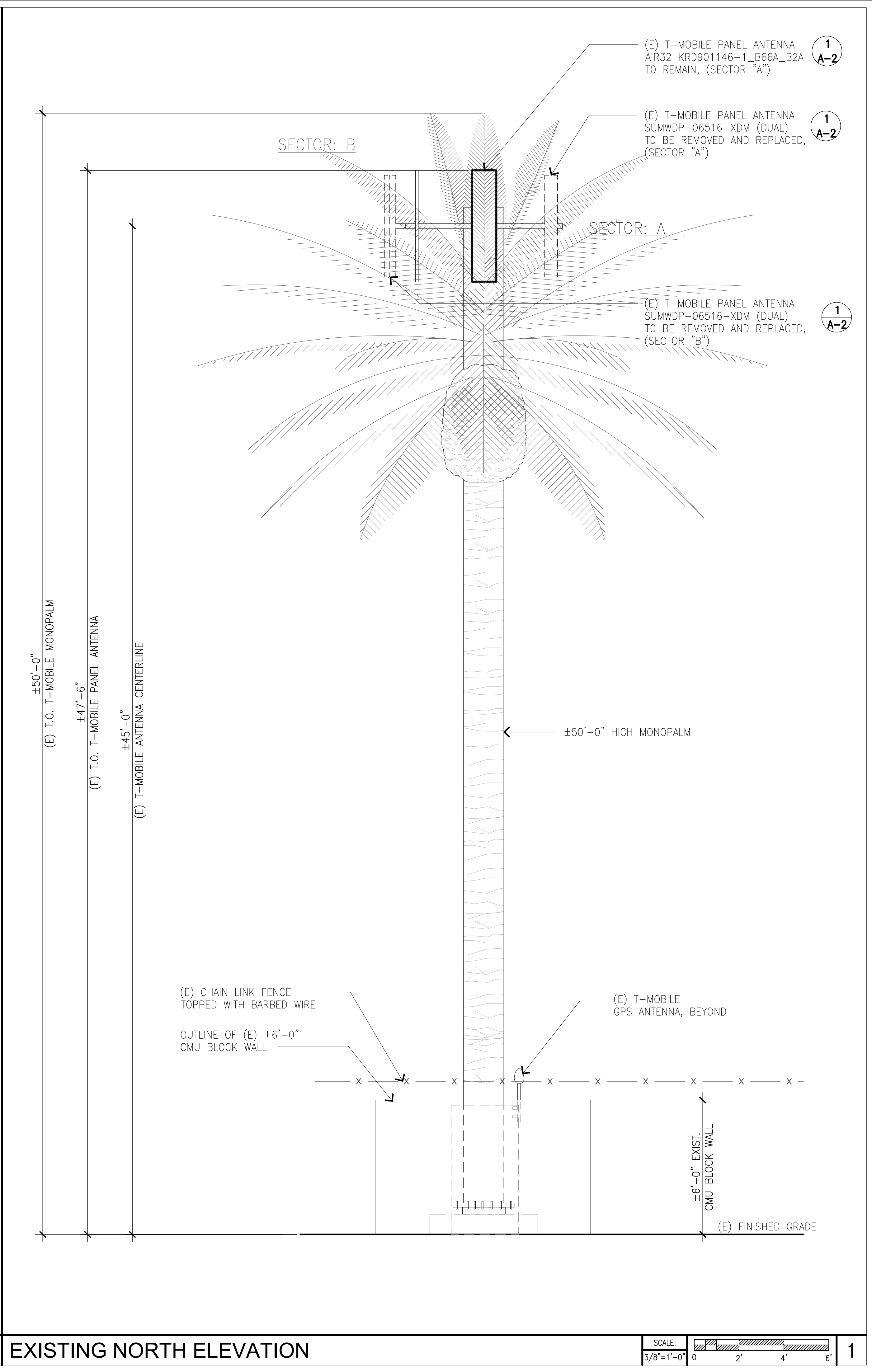
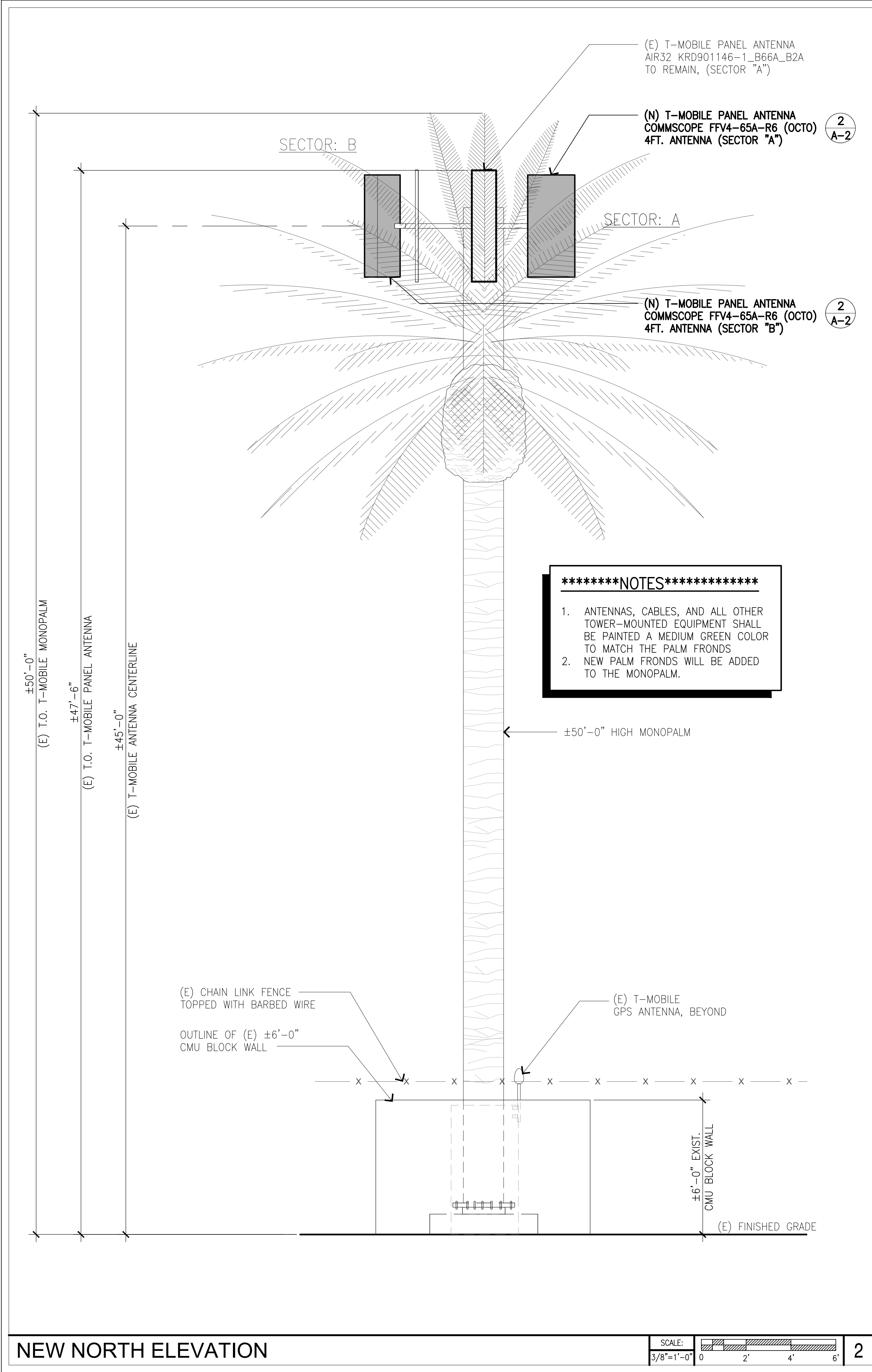


SHEET TITLE:

EXISTING & NEW
EAST
ELEVATIONS

SHEET NUMBER: A-4 REVISION: F

LA92287A



PHOENIX TOWER INTERNATIONAL

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PLANS PREPARED BY:

Synergy
a division of **advantage engineers**

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CONSULTANT:

Synergy
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IBK	SYNERGY	AM

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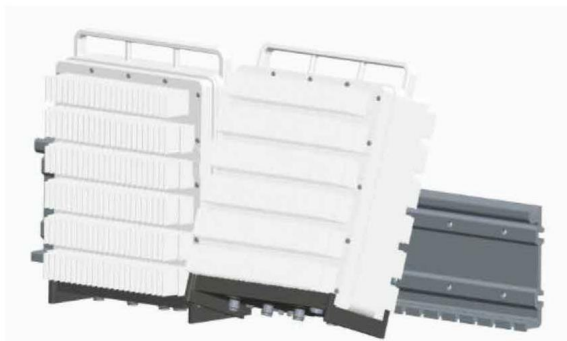
SHEET TITLE:

EXISTING & NEW NORTH ELEVATIONS

SHEET NUMBER:	REVISION:
A-5	F

LA92287A

DUAL BAND 4449



Dual Band Radio 4449 B12 B71 | Commercial in confidence | © Ericsson AB 2017 | 2017-09-29 | Page 4

CUSTOMER RADIO REQUIREMENTS

	Dual-band (single box) radio	Comment
Tx/Rx B71	4T4R	
Tx/Rx B12	4T4R	
UL B71 [MHz]	663-698 (35MHz)	must support L+NR mix mode
DL B71 [MHz]	617-652 (35MHz)	must support L+NR mix mode
UL B12 [MHz]	698 - 716 (18 MHz)	must support L+NR mix mode
DL B12 [MHz]	728-746 (18 MHz)	must support L+NR mix mode
Support for NB-40T in 698-699/728-729 MHz	Yes	1MHz below current B12 range supported
System Noise Figure B71 [dB]	2	Referred to antenna reference point
System Noise Figure B12 [dB]	2	Referred to antenna reference point
Min output Power B71 (band edge) [W]	140	At antenna reference point (accounting for diplexer loss)
Min output Power B12 (band edge) [W]	140	At antenna reference point (accounting for diplexer loss)
Min total average power B71+ B12 (band edge) [W]	280	At antenna reference point (accounting for diplexer loss)
NR carrier support	Up to 35 MHz	
Co-existence with AT&T B29	Yes	
Number of physical units	1	
Total physical volume of solution [liters]	Less than 20 L	
Total weight of solution [kg]	less than 30 kg	
Total power consumption [W]	less than 700 W	At 100% load

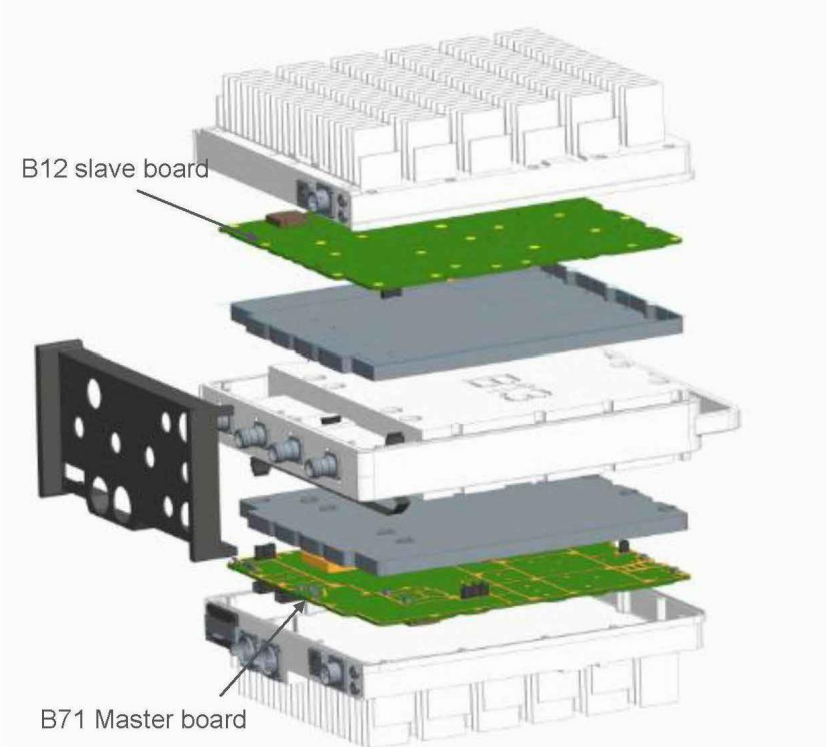
Dual Band Radio 4449 B12 B71 | Commercial in confidence | © Ericsson AB 2017 | 2017-09-29 | Page 2

ERICSSON RADIO REQUIREMENTS

	Dual-band (single box) radio	Comment
Tx/Rx B71	4T4R	
Tx/Rx B12	4T4R	
UL B71 [MHz]	663-698 (35MHz)	must support L+NR mix mode
DL B71 [MHz]	617-652 (35MHz)	must support L+NR mix mode
UL B12 [MHz]	698 - 716 (18 MHz)	must support L+NR mix mode
DL B12 [MHz]	728-746 (18 MHz)	must support L+NR mix mode
Support for NB-40T in 698-699/728-729 MHz	Yes	1MHz below current B12 range supported
System Noise Figure B71 [dB]	2 - TBD	Referred to antenna reference point
System Noise Figure B12 [dB]	2 - TBD	Referred to antenna reference point
Min output Power B71 (band edge) [W]	140	At antenna reference point (accounting for diplexer loss)
Min output Power B12 (band edge) [W]	140	At antenna reference point (accounting for diplexer loss)
Min total average power B71+ B12 (band edge) [W]	280	At antenna reference point (accounting for diplexer loss)
NR carrier support	Up to 35 MHz	
Co-existence with AT&T B29	Yes	
Number of physical units	1	
Total physical volume of solution [liters]	Less than 30+ L	Currently estimated in 30 – 33 L range
Total weight of solution [kg]	~ 30 kg	Possibly less than 30 kg but it will depend on filter size after design is done
Total power consumption [W]	~ 1200 – 1400 W	At 100% load, < 700W per DC feed. There are two DC feeds.

Dual Band Radio 4449 B12 B71 | Commercial in confidence | © Ericsson AB 2017 | 2017-09-29 | Page 3

BUILDING PRACTICE CONCEPT



Dual Band Radio 4449 B12 B71 | Commercial in confidence | © Ericsson AB 2017 | 2017-09-29 | Page 5

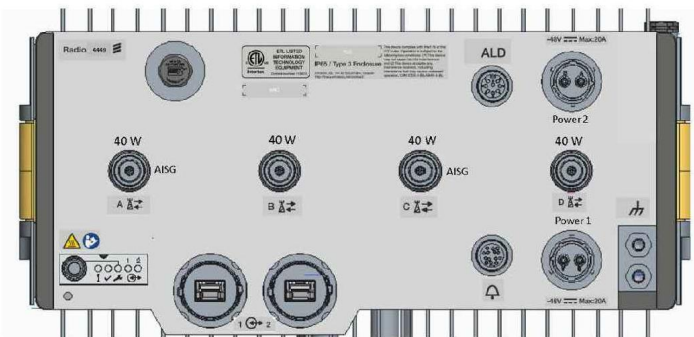
Optimized for dual band

Target size:

- Volume: 30+L
- 335mm width(13.2"); 379.7(14.9")mm height; 235+(9.25")mm depth
- Weight: 74 lb +/- 4lb (33.6Kg +/- 1.8kg)

58+mm fin height

Filter double-sided chassis in-between B12 and B71 Radio boards



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LICENSURE:



SHEET TITLE:

MISC. EQUIPMENT
SPECIFICATIONS

SHEET NUMBER: REVISION:

D-2

F

LA92287A

RADIO 4415

- › 4TX4RX
- › Up to 4x40W
- › Up to 75 MHz IBW
 - 20 MHz IBW for GSM or LTE1.4/3MHz carriers
- › Up to 12 carriers GSM
- › Up to 8 carriers WCDMA
- › Up to 6 carriers LTE in MIMO
- › 2x 2.5/4, 9/9, 8/10, 1 Gbps CPRI
- › 17 liter 21 kg
- › -48 VDC 3-wire (2-wire with adapter)
- › AISG TMA & RET support via RS-485 or RF connectors
- › 2 external alarm
- › Optional fan for increased site flexibility
- › IP 65, -40 to +55 °C



Optional FAN

WEIGHT

RADIO 4415 AND RADIO 4478

Units	Weight	Note
Radio 4415	21 kg	Without optional fan
Fan unit	1.5 kg	

KEY CHARACTERISTICS

RADIO 4415/4478

Bands	Supported Standards	Output Power (W)	DL IBW (MHz)	UL IBW (MHz)	Planned Certification	Note
B2/B25	GWL	4x 40	60(65)/40/20	60 (65)	FCC	
B6/A	WL	4x 40	70	70	FCC	• 1.4MHz/3MHz LTE carrier not supported

PHYSICAL DIMENSIONS

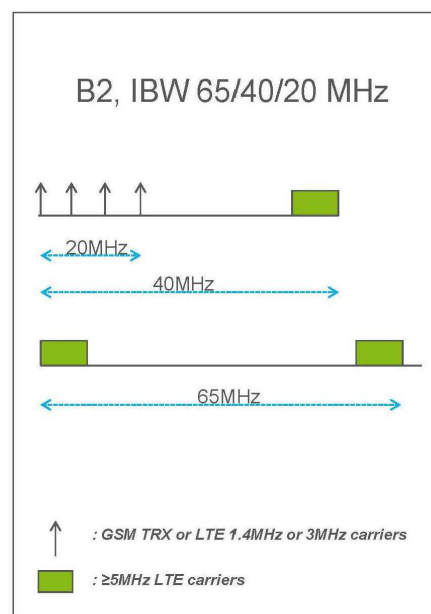
RADIO 4415

Radio 4415	Dimension (mm)	Notes
without protruding & wo. Fan	380H x 335W x 137D (~17 liter)	• H (Handle, connectors and protruding are excluded) • W (Protruding for rail mounting is excluded) • D (Distance plug and higher forward are excluded)
w. protruding but wo. Fan	420H x 342W x 149D	
wo. protruding but w. Fan	380H x 335W x 157D (~20 liter)	• H (Handle, connectors and protruding are excluded) • W (Protruding for rail mounting is excluded) • D (Distance plug is excluded)
w. protruding & Fan	420H x 342W x 160D	

DL IBW

RADIO 4415

- › DL IBW: A/B/C
 - Abbreviation
 - Wide Carrier: ≥5MHz LTE
 - Narrow Carrier: <5MHz LTE or GSM carrier
 - A: IBW when configured with only Wide Carriers
 - B: IBW when configured with mixed Wide Carriers and Narrow Carriers
 - C: IBW when configured with only Narrow Carriers



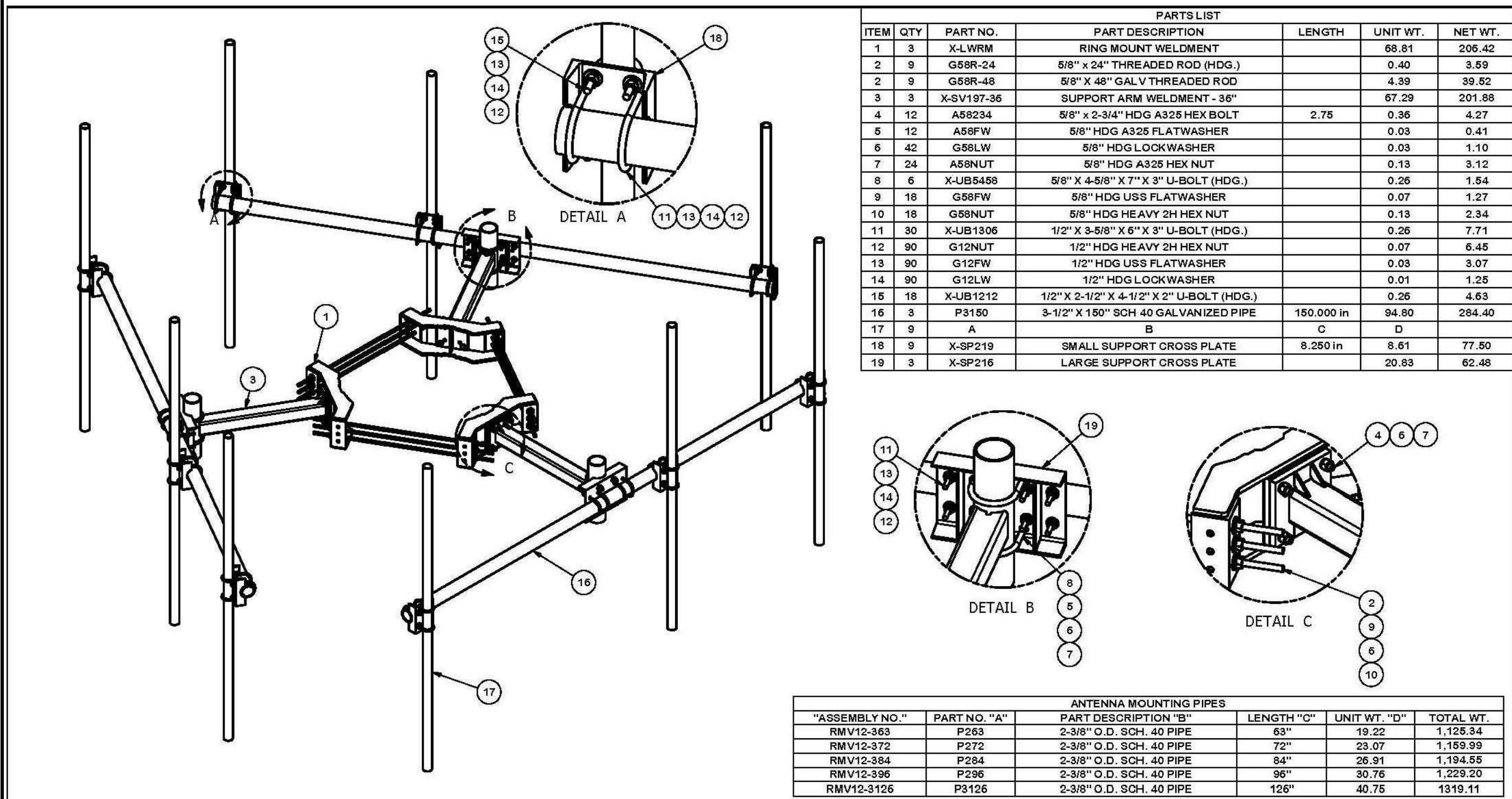
CARRIER CONFIGURATION CAPABILITY

- › Maximum carrier capacity per radio unit
 - Maximum 12 GSM carriers
 - Maximum 8 WCDMA carriers
 - Maximum 6 LTE carriers (MIMO)
 - Maximum 12 carriers in MSMM and single standard rule also applies
- › Maximum carrier capacity per radio antenna port
 - Maximum 6 DL carriers per radio antenna port
 - › Maximum 4 carriers GSM
 - › Maximum 4 carriers WCDMA
 - › Maximum 6 LTE carriers
 - Maximum 6 DL carriers in MSMM and single standard rule also applies
 - Maximum 6 UL carriers per radio antenna port

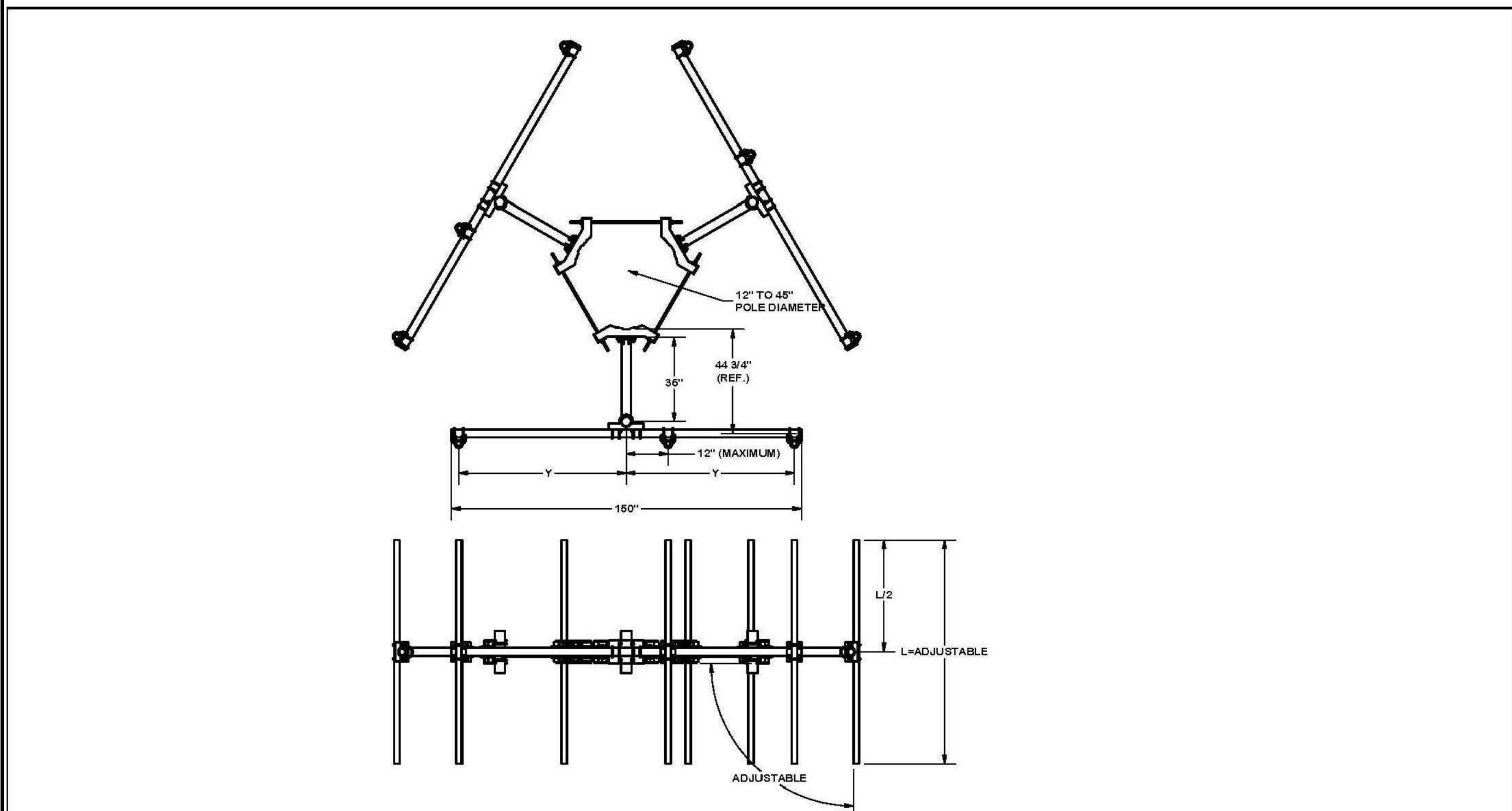
OUTPUT POWER FOR GSM

RADIO 4415

- › GSM
 - Support Single-RAT GSM according to MSR or MSMM but with different IBW capabilities
 - Maximum output power per GSM TRX is 20W
 - Virtual IBW is supported
 - › Support only baseband hopping when the radio two antenna groups (2 ports per group) configured with different IBW window i.e. Virtual IBW



TOLERANCE NOTES					DESCRIPTION			 Engineering Support Team 1-800-752-7446 Fax New York, NY Atlanta, GA Los Angeles, CA Phoenix, AZ St. Louis, MO Salt Lake City, UT Dallas, TX											
TOLERANCES ON DIMENSIONS, UNLESS OTHERWISE NOTED ARE: SAWED, SHEARED AND GAS CUT EDGES (± 0.0007") DRILLED AND GAS CUT HOLES (± 0.0007") - NO CORNING OF HOLES LASER CUT EDGES AND HOLES (± 0.0107") - NO CORNING OF HOLES BENDS ARE ± 1/2 DEGREE ALL OTHER MACHINING (± 0.0007") ALL OTHER ASSEMBLY (± 0.0007")					MONOPOLE TRIPLE-T-ARM FOR 9 ANTENNAS														
PROPRIETARY NOTE: ALL DIMENSIONS AND DIMENSIONAL TOLERANCES CONTAINED IN THIS DRAWING ARE PROPRIETARY INFORMATION OF VALMONT CORPORATION AND CONSIDERED A TRADE SECRET. ANY UNAUTHORIZED REPRODUCTION OR DISCLOSURE WITHOUT THE CONSENT OF VALMONT CORPORATION IS PROHIBITED.					CPO NO. 4516			DRAWN BY CRAIG K. 4/15/2011			ENG. APPROVAL			PART NO. SEE "ASSEMBLY NO."					
REVISION HISTORY					CLASS 1			SUB 01			DRAWING USAGE CUSTOMER			CHECKED BY BMC 7/1/2015			DWG. NO. RMV12-3XX		
A REMOVED FLATWASH - AT ARM TO CLAMPING CONNECTION					4516			CRAIG K.			7/1/2015								
REVISION HISTORY					CPO			BY			DATE								



				TOLERANCE NOTES				DESCRIPTION MONOPOLE TRIPLE-T-ARM FOR 9 ANTENNAS				 Location: New York, NY Atlanta, GA Los Angeles, CA Phoenix, AZ Bakersfield, CA Dallas, TX Engineering: Support Team: 1-855-753-7446 				1 OF 2	
				TOLERANCES ON DIMENSIONS, UNLESS OTHERWISE NOTED ARE: SAWED, SHEARED AND GAS CUT EDGES (± 0.0007") DRILLED AND GAS CUT HOLES (± 0.0007") - NO CORNING OF HOLES LASER CUT EDGES AND HOLES (± 0.0107") - NO CORNING OF HOLES BENDS ARE ± 1/2 DEGREE ALL OTHER MACHINING (± 0.0007") ALL OTHER ASSEMBLY (± 0.0007")				CPD NO: 4516 DRAWN BY: CLK 4/15/2011 ENG. APPROVAL: PART NO: SEE "ASSEMBLY NO."				2 OF 2					
A REMOVED FLAT WASHERS FROM ARM AT CLAMPING CONNECTION				4516	CEK	11/4/2011	FABRICATOR NOTE: REVISIONS: ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN INCHES AND FRACTIONAL INCHES. ALL DIMENSIONS ARE FRACTION										

RADIO 4415 SPECIFICATIONS

SCALE: N.T.S.

2

RMV12-3XX (FOR REFERENCE USE ONLY)

SCALE: N.T.S.

1



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MISC. EQUIPMENT SPECIFICATIONS

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D-3

F

LA92287A



AIR LIGHT BRACKETS

AIR Light brackets
Bracket comes in two version, one with only azimuth possibility and one with both azimuth and tilting possibility.

Robustness
The brackets has a robust design and can handle units up to 20kg with a maximum tilt of ±30° and an azimuth of ±30°. It can be mounted on poles as well as walls.

Quality
Hot dipped galvanized high strength steel.

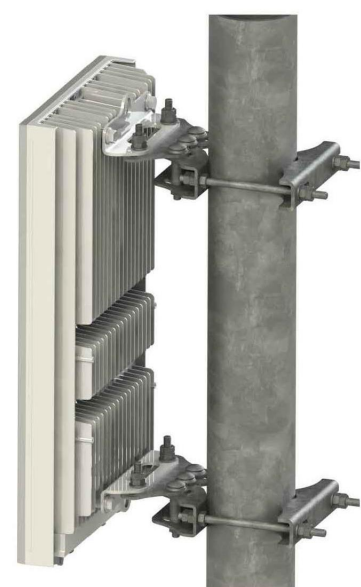


SXX 109 2015/1



SXX 109 2016/1

Function Description
SXX 109 2015/1 and SXX 109 2016/1
Brackets for mounting an AIR unit with a maximum weight of 20kg and an bracket interface of M10 bolts with a c-c measure of 110mm. Both brackets provide the possibility of ±30° azimuth and SXX 109 2015/1 also provide tilting the unit ±30°.



TECHNICAL SPECIFICATIONS

PRODUCT NAME		PRODUCT NUMBER			
AIR Light, wall and pole mount bracket no tilt with azimuth		SXA 109 2015/1			
AIR Light, wall and pole mount bracket with tilt and azimuth		SXA 109 2016/1			
CLAMP MOUNTING RANGE		TUBES	SQUARE PROFILES	90° ANGLE	
Minimum		Ø76 mm (3 in)	50 x 50 mm (2.0 x 2.0 in)	50 x 50 mm (2.4 x 2.4 in)	
Maximum		Ø114 mm (5.5 in)	80 x 80 mm (3.2 x 3.2 in)	80 x 80 mm (3.2 x 3.2 in)	
EQUIPMENT COMPABILITY					
AIR unit		AIR units with a c-c 110mm interface for M10 bolts			
MECHANICAL SPECIFICATION					
Clamp profiles		Hot dip galvanization treatment			
Fasteners		8.8 FZV or equivalent			
PERFORMANCE					
Maximum equipment weight		20 kg (44.1 lb)			
Maximum horizontal reaction force		0.8kN			
PACKAGE DIMENSION		LENGTH	WIDTH	HEIGHT	WEIGHT
SXX 109 2015/1		200mm (7.9 in)	200mm (7.9 in)	100mm (3.9 in)	4.5kg (9.9lb)
SXX 109 2016/1		300mm (11.8 in)	200mm (7.9 in)	100mm (3.9 in)	6.2kg (13.7lb)

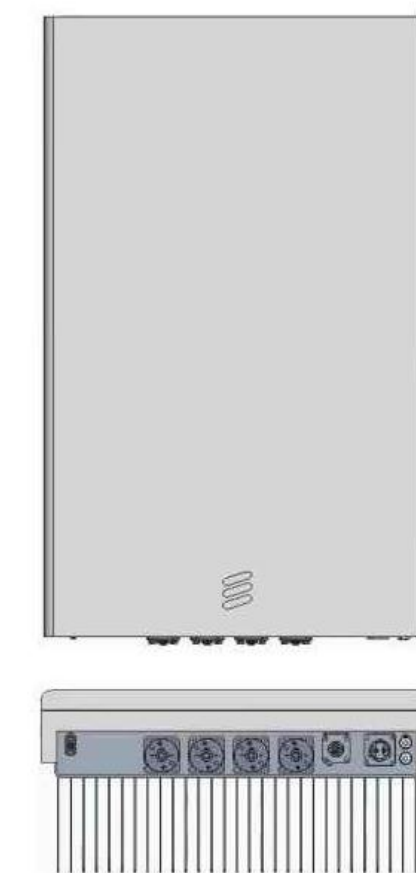
Ericsson AB
SE-125 25 Stockholm, Sweden
Telephone: +46 8 719 0000
Fax: +46 8 18 40 85
www.ericsson.com

287 01-SXX 109 2015/1 User rev A
© Ericsson AB 2017

AIR 6449

- 192 antenna elements, 3:1 subarray
- Up to 300W
- Up to 200 MHz Operating BW & Carrier BW
- Two 25 Gb/s SFP(C2) and Two 10 Gb/s QSFP(C1FD and C2 backup)
- -48V 45 A Two wire and three wire versions
- APC light connector and Self test push button
- Sensor support but undefined
- Size B41:
 - 841 x 521 x 217 mm (H x W x D)
 - Volume: 95 liter
 - Weight: 47 kg

Preliminary



PRA: July 2020

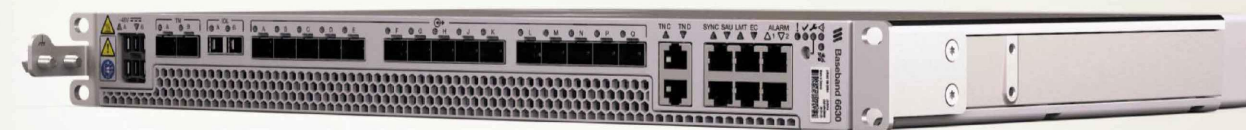
| PA18 | 2019-12-12 | Open | Commercial in Confidence | Page 9

AIR6449 ANTENNA SPECIFICATIONS

SCALE: N.T.S.

1

BASEBAND 6630



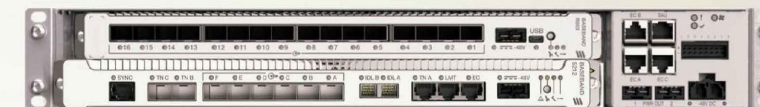
- › Optimized for main-remote configurations
 - 19 inch wide, 1U high, <352mm deep
 - 15 SFP/SFP+ for CPRI inter-connect to Radio Units reducing the need for Baseband R503
 - 2 optical 1/10Gbps SFP/SFP+ ports and 2 electrical 1Gbps RJ45 ports
 - Eight External Alarm ports
 - Dual 48V DC power feeding
 - Self-contained environmental control & field replaceable fan unit
 - Hardware Prepared for NR (5G) and eCPRI



COMPARISON



Baseband 6630

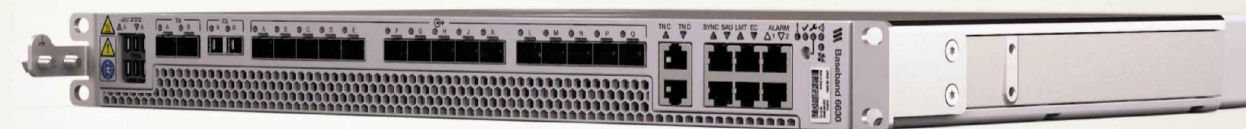


Main Unit (6601) + Baseband 5216 + Baseband R503

- › Baseband 6630 is standalone & has its own climate control
- › Baseband 6630 has 15 CPRI ports & dual power feeding
- › 123W est. power consumption (@ 25°C, typical load)
- › The RBS 6000 chassis is mandatory for Baseband 5216
- › Baseband R503 needed to increase beyond 6 CPRI ports
- › Baseband 6630 will have 50W less power consumption compared to the corresponding Main Unit (6601) + Baseband 5216 + Baseband R503 configuration

The main advantages with Baseband 6630 will come with NR deployments

BASEBAND 6630



- › LTE, WCDMA and GSM capacity and Mixed Mode capability
 - Baseband 6630 capacity & capabilities equivalent to Baseband 5216
- › For NR, Baseband 6630 has connectivity advantages over Baseband 5216 (Under Study)
 - BB 6630: 4 to 6 CPRI-8 ports (10.1 Gbps) accessible for mmWave radios with NR configured
 - BB 5216: 2 to 3 CPRI-8 ports accessible for mmWave radios with NR configured



PROJECT INFORMATION:

(CUP RENEWAL/L600/ANCHOR)
LA92287A
APEL INC. LANDSCAPING

10536 PAINTER AVENUE
SANTA FE SPRINGS, CA 90670
LOS ANGELES COUNTY

CURRENT ISSUE DATE:

10/21/20

ISSUED FOR:

CONSTRUCTION

REV.: DATE: DESCRIPTION: BY:

A	08/23/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
B	09/11/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
C	08/06/20	ANCHOR/L600, REV'D 90% CDS, RE-ISSUED FOR REVIEW	IBK
D	08/12/20	ANCHOR/L600, 100% CDS, REV'D PER TWO RLS.	IBK
E	08/21/20	ANCHOR/L600, 100% CDS, REV'D PER CUP RLS.	IBK
F	10/21/20	ANCHOR/L600, 100% CDS, REV'D PER PLAN CHK. RLS	IDS

PLANS PREPARED BY:



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Office: (818) 840-0808 Fax: (818) 840-0708

CONSULTANT:



7543 Woodley Ave., #201, Van Nuys, CA 91406
Office: (818) 840-0808 Fax: (818) 840-0708

DRAWN BY: CHK.: APV.:

IBK SYNERGY AM

LICENSURE:



SHEET TITLE:

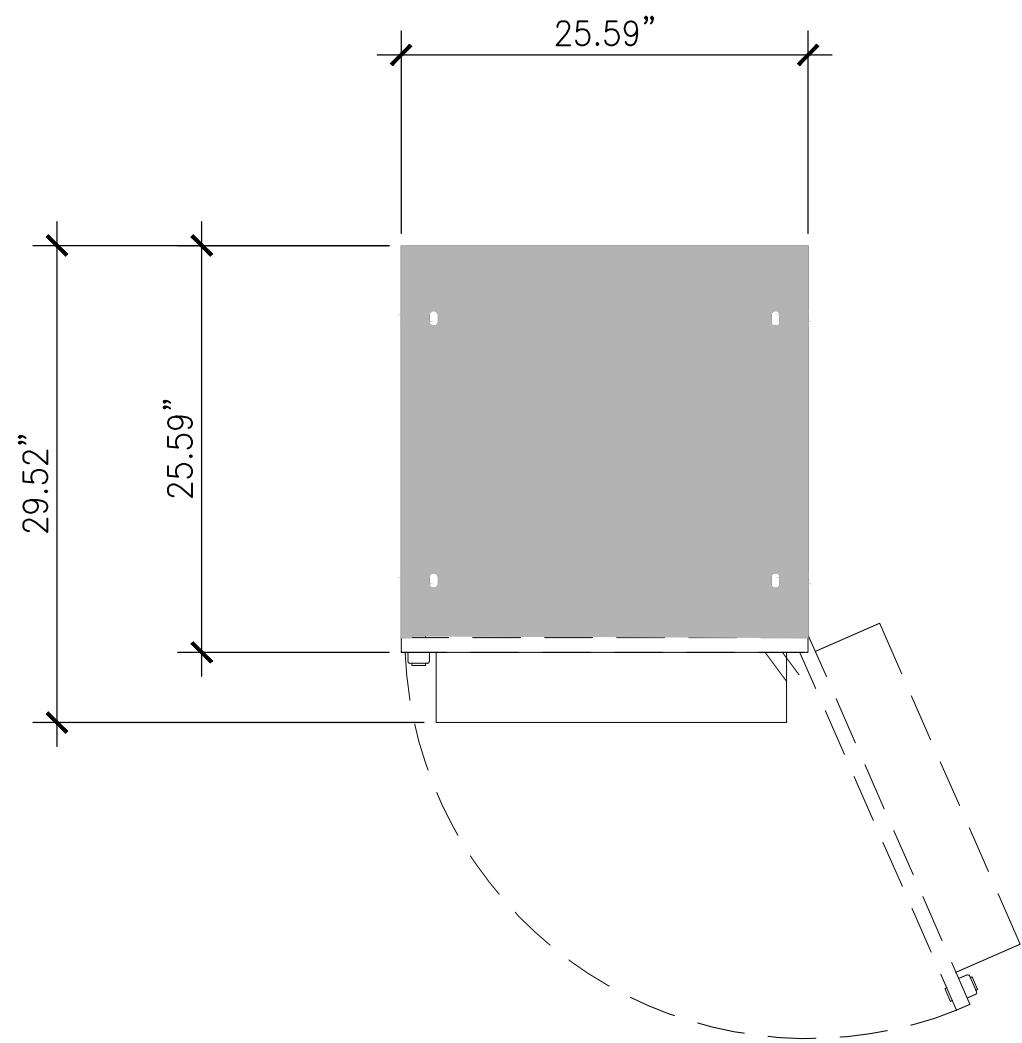
MISC. DETAILS AND SPECIFICATIONS

SHEET NUMBER: REVISION:

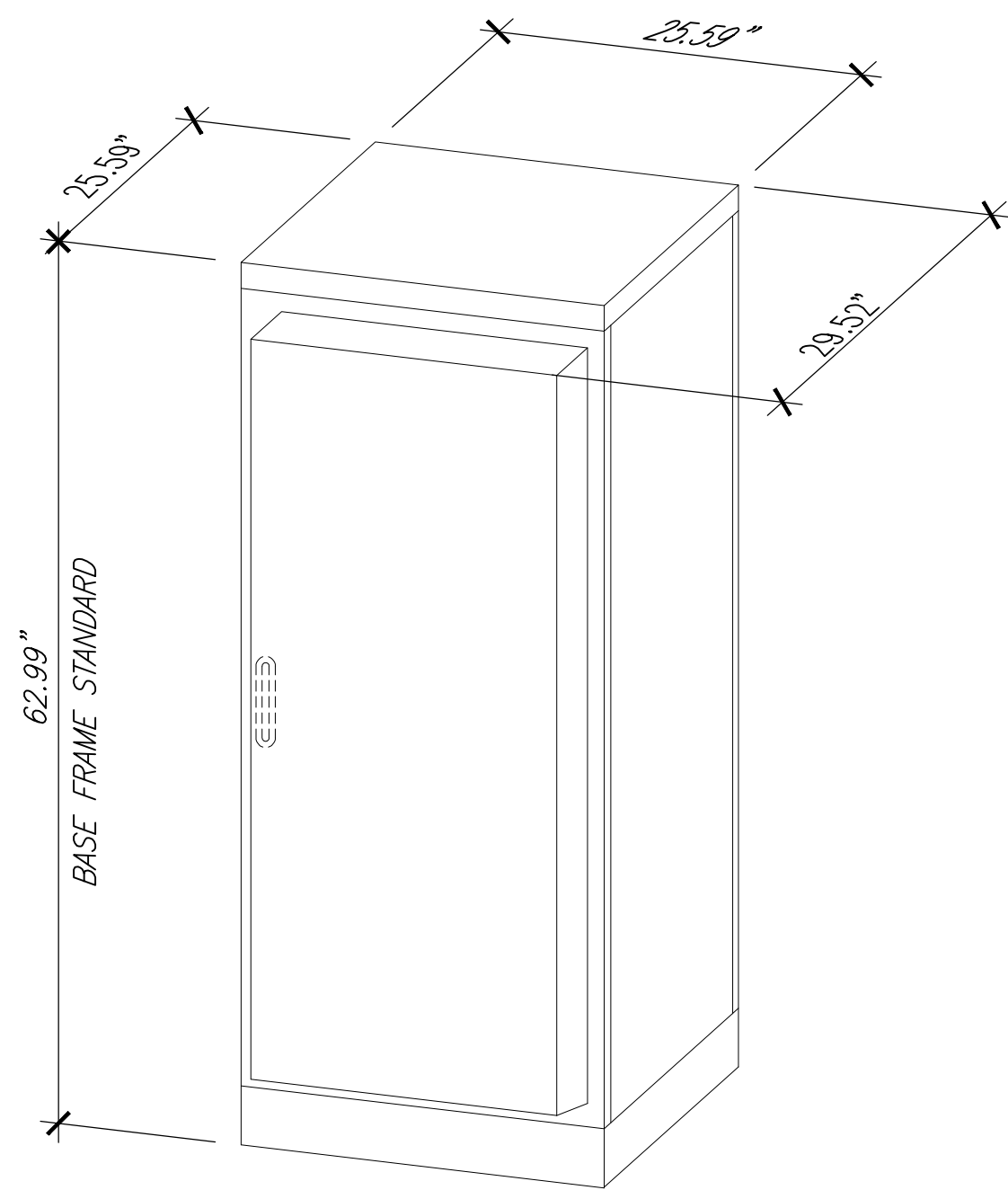
D-4

F

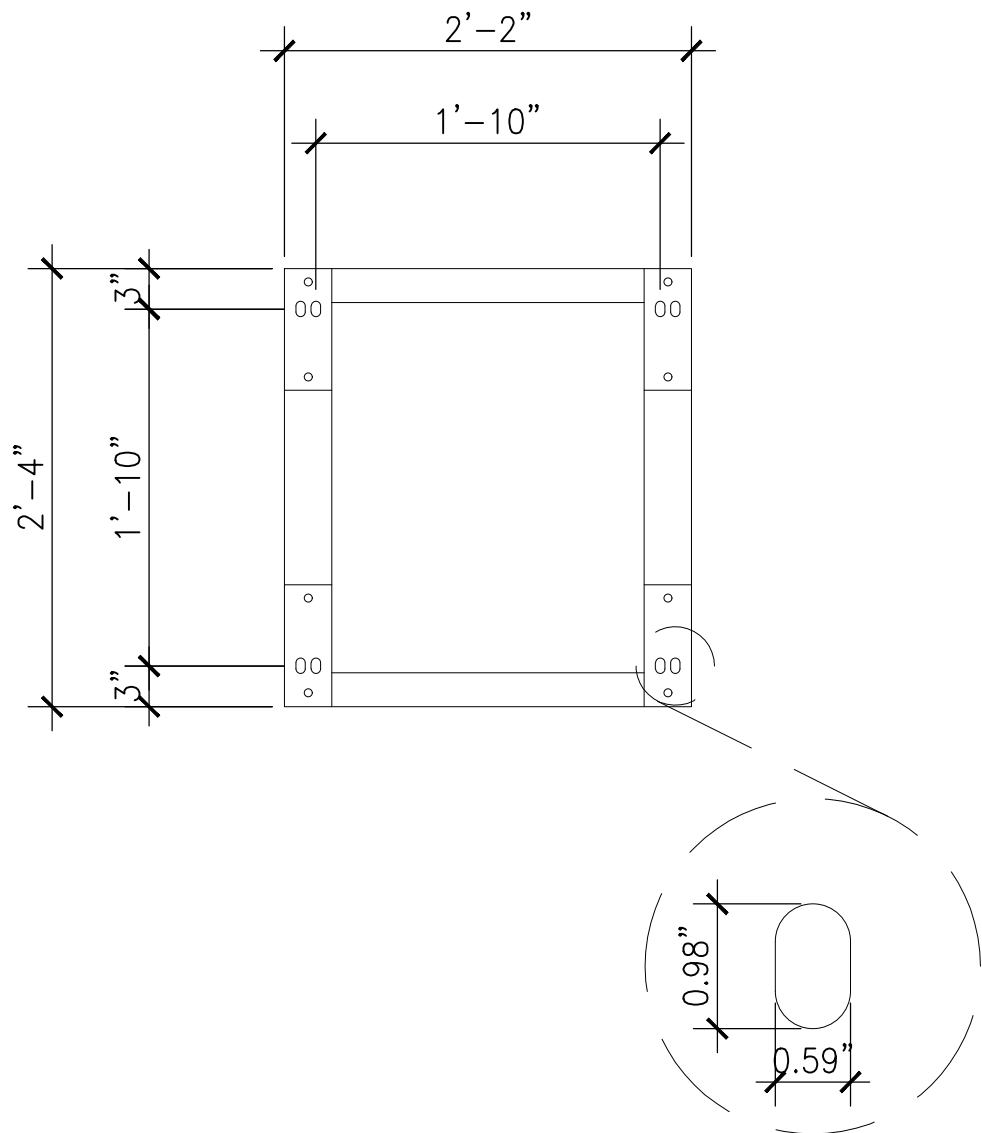
LA92287A



PLAN



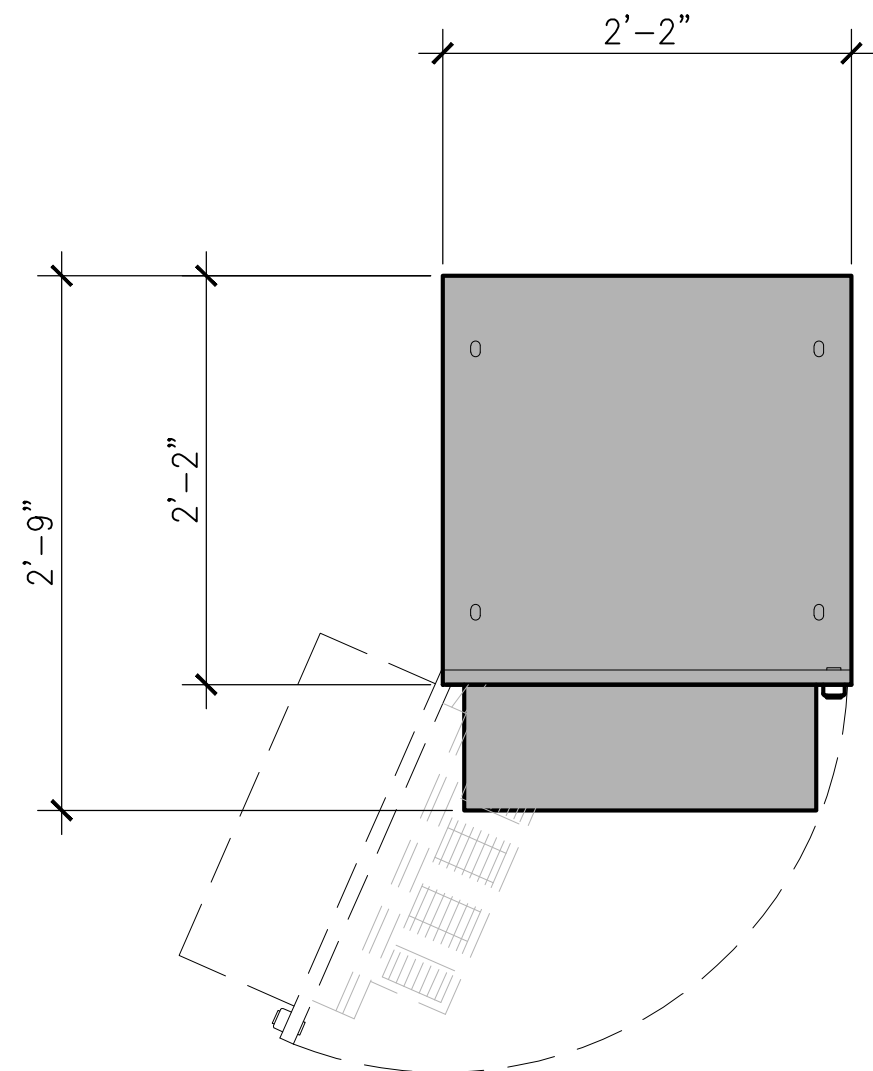
ISOMETRIC



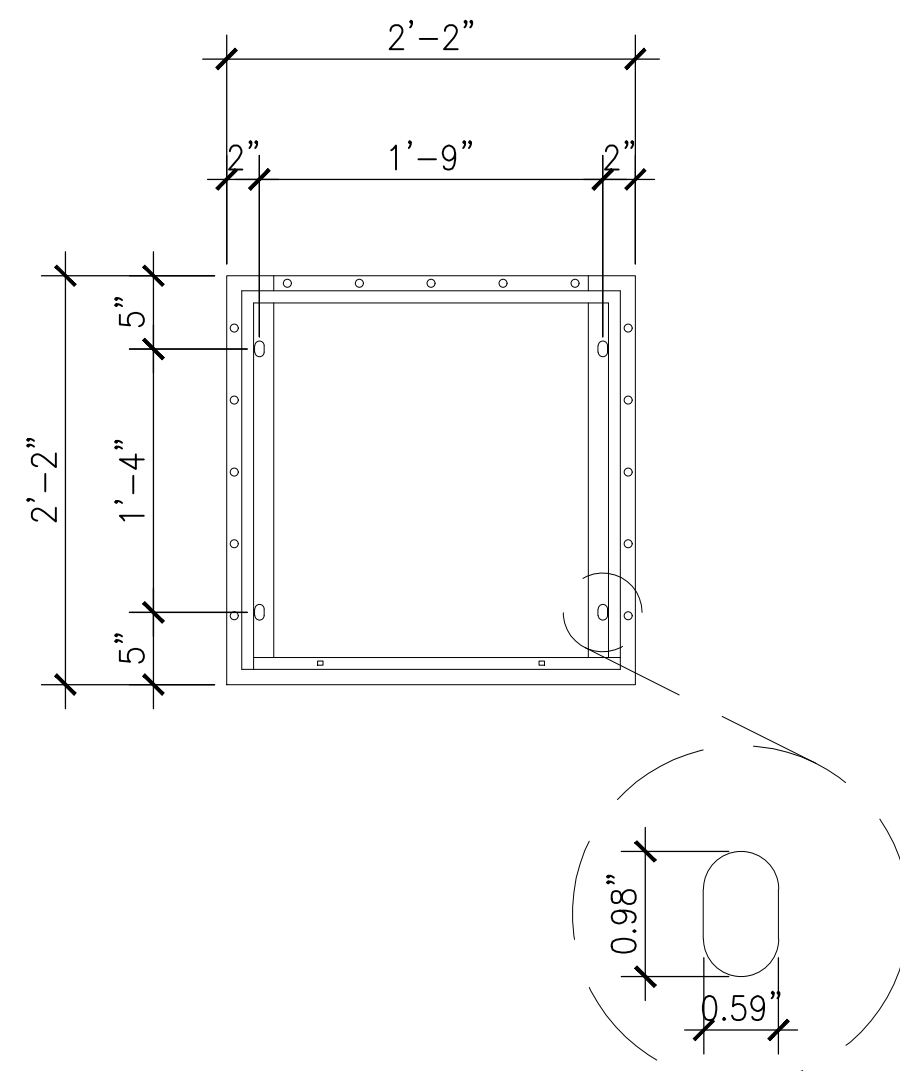
RBS E6160 AND B160 CABINET REQUIRED CLEARANCES

SCALE:
N.T.S.

1



PLAN

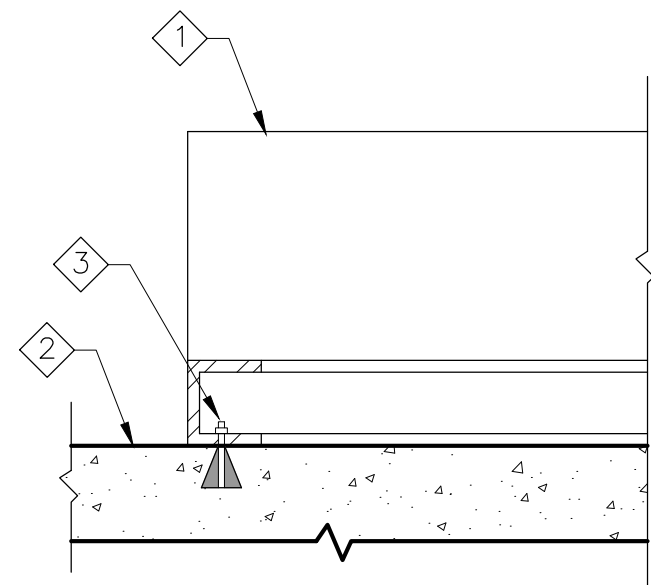


INSTALLATION HOLE PATTERN

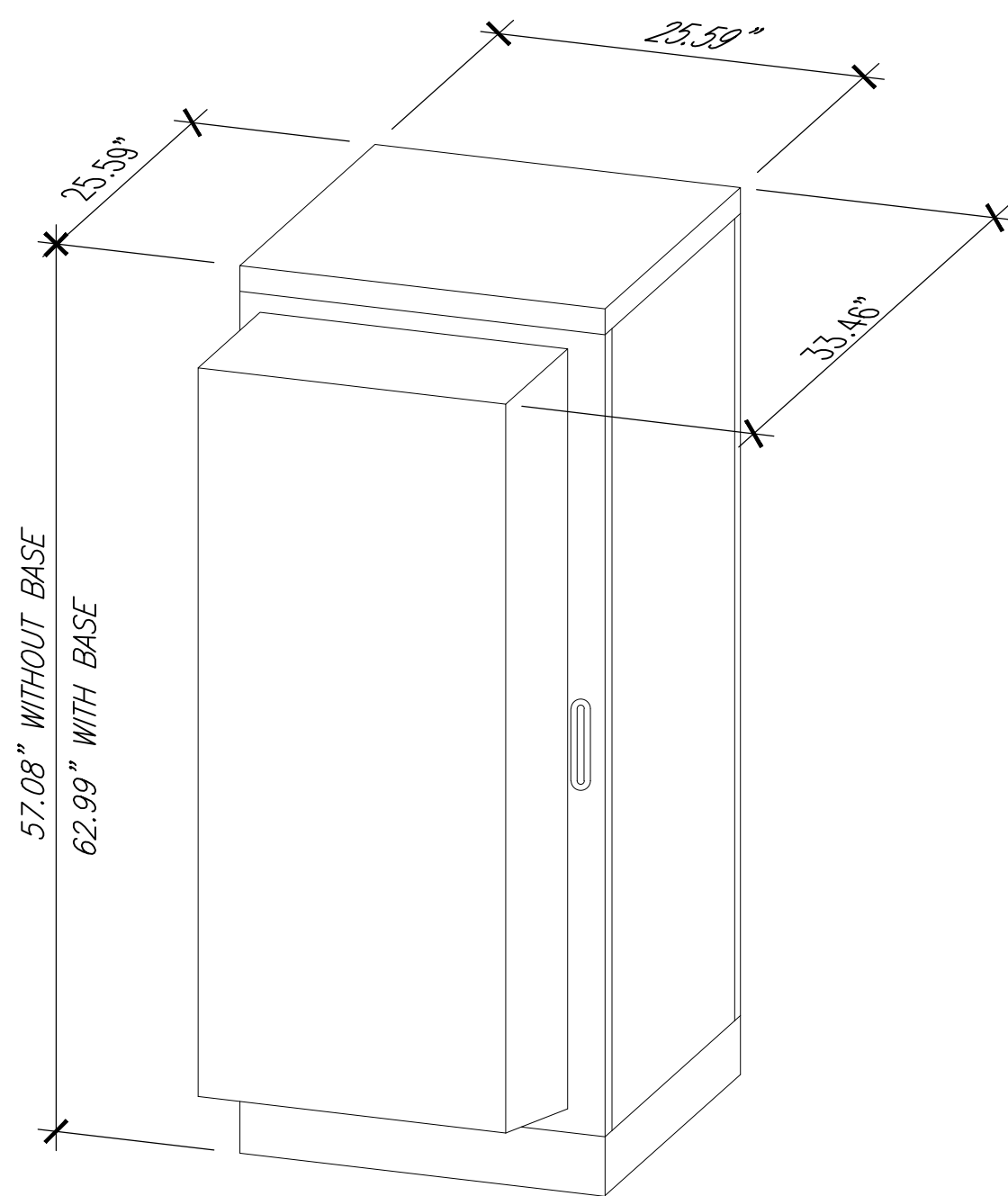
B160 EQUIPMENT CABINET DETAIL

SCALE:
N.T.S.

3



- 1 EQUIPMENT AND EQUIPMENT CURB PER MANUFACTURER
2 (E) CONCRETE SLAB
3 5/8"Ø HILTI KB TZ WITH 3-1/2" MIN. EMBEDMENT INTO (E) CONCRETE SLAB AT EACH CORNER.



ISOMETRIC

DIMENSION	
WIDTH	25.59"
HEIGHT	57.08" (WITHOUT BASE FRAME) 62.99" (WITH BASE FRAME)
DEPTH	33.46"
WEIGHT	410 LBS

E6160 EQUIPMENT CABINET DETAIL

SCALE:
N.T.S.

2



PROJECT INFORMATION:

(CUP RENEWAL/L600/ANCHOR)
LA92287A
APEL INC. LANDSCAPING

10536 PAINTER AVENUE
SANTA FE SPRINGS, CA 90670
LOS ANGELES COUNTY

CURRENT ISSUE DATE:

10/21/20

ISSUED FOR:

CONSTRUCTION

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B	09/11/19	L600 90% CDS, ISSUED FOR REVIEW	ILS
C	08/06/20	ANCHOR/L600, REV'D 90% CDS, RE-ISSUED FOR REVIEW	IBK
D	08/12/20	ANCHOR/L600, 100% CDS, REV'D PER TMO RLS.	IBK
E	08/21/20	ANCHOR/L600, 100% CDS, REV'D PER CUP RLS.	IBK
F	10/21/20	ANCHOR/L600, 100% CDS, REV'D PER PLAN CHK. RLS	IDS

PLANS PREPARED BY:



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DRAWN BY: CHK.: APV.:

IBK SYNERGY AM

LICENSURE:



SHEET TITLE:

CABINET DETAILS
AND SECTIONS

SHEET NUMBER: REVISION:

D-5

F

LA92287A



NEW BUSINESS

Statutorily Exempt - CEQA Guidelines Section 15262

City of Santa Fe Springs Active Transportation Plan

RECOMMENDATIONS

- Find and determine that the project is Statutorily Exempt pursuant to Section 15262 of the California Environmental Quality Act (CEQA); and
- Adopt Resolution No. 177-2020 to recommend that the City Council adopt the City of Santa Fe Springs Active Transportation Plan, which has been recently revised to address some of the comments made by the Planning Commission at your last meeting on November 9, 2020.

BACKGROUND

Active transportation refers to human powered transportation and low speed electronic assist devices, such as bicycles, wheelchairs, scooters, and skateboards. Active Transportation is a critical component in developing and implementing sustainable community strategies, reducing greenhouse gas emissions, increasing public health, and making the City a more enjoyable place to live, work and play. An Active Transportation Plan (ATP) is a comprehensive set of strategies to ensure better options for biking, walking, and transit. It includes recommendations to make streets more comfortable, safe, and inviting to pedestrians and bicyclists of all ages and abilities.

In late 2018, Santa Fe Springs was selected by the Southern California Association of Governments (SCAG) Regional Council for the Southern California Disadvantaged Communities Planning Initiative to develop an ATP at no cost to the City. SCAG selected Alta Planning + Design as the lead ATP consultant to assist the City in drafting the plan, and subconsultant Studio One Eleven to conduct all public outreach efforts.

Planning efforts began in February 2019 with data collection and analysis. The first phase of the project focused on developing a plan vision and goals, as well as understanding the local context and existing conditions. In the second phase, Alta Planning + Design made pedestrian and bicycle network recommendations. Next, the draft plan was circulated for public comment and revised accordingly. The final phase involves plan adoption and completion.

Public input was received from several outreach methods throughout the planning process. A Community Advisory Committee met six times to review each phase of

the project, and numerous public outreach events were held to provide local input. Public outreach events included:

- Go Human Training 1 – July 30, 2019
- Interactive Art Installation – October 31, 2019 at the Halloween Carnival
- Dedicated Santa Fe Springs ATP Website – December 2019 to present
- Walking Audit – January 25, 2020
- Go Human Training 2 – February 26, 2020
- Online Interactive Map – March through July 2020
- Community Survey – September 2020
- Virtual Town Hall – September 9, 2020
- Virtual Office Hours – September 15, 2020
- City Newsletter article – September/October 2020
- Curbside Display Banners – November 2020
- Social Media Posts – throughout the process

November 9, 2020 Planning Commission meeting

At the regularly scheduled meeting on November 9, 2020, the proposed Active Transportation Plan was initially presented to the Planning Commission. Following a brief presentation provided by planning consultant, Laurel Reimer, several Planning Commissioners provided their questions and comments. After much discussion, an initial motion to recommend that the City Council approval the ATP with consideration of the comments provided by the Planning Commission was made. The initial motion, with a 2-2 vote, did not pass. Additional follow-up discussion ensued which resulted in a new motion to not recommend the ATP to the City Council. Said motion passed with a 4-0 vote.

Following the Planning Commission meeting, Staff arranged a follow-up Zoom meeting with ALTA Planning + Design to discuss how the comments by the Planning Commission should be addressed. With assistance from ALTA Planning + Design, a comment matrix has been prepared to document the comments made by the Planning Commissioners and also recognize subsequent changes made to the ATP, or otherwise identify the recommended approach, to address said comments (see attachment #7 – Comments Matrix).

PLAN OVERVIEW

The ATP is designed as a long-range planning document focused on encouraging bicycling and walking as a safe and healthy alternative to the motor vehicle. It provides a strategy to develop a comprehensive bicycle and pedestrian network that creates access to transit, schools, and other destinations. The design concepts and locations of infrastructure improvements are conceptual in nature and do not constitute an engineering level analysis of any project. Rather, they are meant as

concepts for future implementation. Therefore, the ATP is an informational document only and does not impose requirements on City actions. The plan will increase the City's eligibility for grant funds to implement bicycle and pedestrian improvement projects.

The ATP is divided into nine chapters:

1. Introduction – explains the need for and benefits of active transportation
2. The Vision – includes the plan goals, objectives, and actions for meeting the goals and objectives
3. Local Background – details the City's historical and current context related to transportation and land use planning efforts
4. Existing Conditions – details existing active transportation facilities and non-infrastructure programs, barriers to active transportation, collision information, and needs assessment
5. Community Collaboration – outlines how the project team engaged with the community to guide the planning process
6. Street Recommendations – describes recommended bicycle and pedestrian projects
7. Program Recommendations – focuses on the engagement, education, encouragement, and promotional programs to bolster active transportation
8. Implementation – details how the plan can be implemented
9. Appendix – includes a compliance checklist, funding sources, recommended maintenance procedures and operations, and consistency with existing plans and policies

GENERAL PLAN CONSISTENCY

The City's General Plan contains the goals, policies, and programs for current and future development within Santa Fe Springs. The Circulation Element addresses issues related to active transportation:

GOAL 3: Develop and encourage a transportation demand management (TDM) system to assist in mitigating traffic impacts and in maintaining a desired level of service on the circulation system. The TDM system will be in accordance with the TDM ordinance adopted by the City of Santa Fe Springs pursuant to the requirements of the State's Congestion Management Plan Act.

- Policy 3.1 Pursue transportation management strategies that will maximize vehicle occupancy and optimize average trip length.
- Policy 3.2 Encourage non-residential development to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, bicycle and walking).
- Policy 3.7 Minimize pedestrian and vehicular conflicts.

GOAL 6: Support a system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use.

- Policy 6.1 Maintain a Bikeway Plan that is consistent with other adopted master plans, to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions.
- Policy 6.2 Maintain existing pedestrian facilities and support the inclusion of pedestrian facilities in new development.
- Policy 6.3 Where appropriate, require proposed developments adjacent to proposed bikeway routes to include bicycle paths or lanes in their street improvement plans to construct the bicycle paths or lanes as a condition of project approval.
- Policy 6.4 Endorse safe, separate, and convenient paths for bicycles and pedestrians so as to encourage these alternative forms of transportation.
- Policy 6.5 Require plans for bicycle and pedestrian facilities to give priority to providing continuity and closing gaps in the bikeway and sidewalk network.
- Policy 6.6 Encourage the placing of showers, changing rooms and bicycle storage at all major new and existing non-residential developments and public places.
- Policy 6.7 Develop programs that encourage the safe utilization of easements and/ or rights-of- way along flood control channels, public utilities, railroads and streets wherever possible for the use of bicycles and/or pedestrians.
- Policy 6.8 Ensure accessibility of pedestrian facilities to the elderly and mobility impaired.

ENVIRONMENTAL REVIEW

The development and adoption of the ATP is a planning and feasibility study that will guide future actions by the City. Therefore, it is statutorily exempt from the California Environmental Quality Act (CEQA) review pursuant to the CEQA Guidelines Section 15262, which states:

“A project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted, or funded does not require the preparation of an EIR or negative declaration but does require consideration of environmental factors. This section does not apply to the adoption of a plan that will have a legally binding effect on later activities.”

The City’s ATP is a plan that will serve as a guide for the City to take future actions and to approve future grant applications. The ATP serves as a guiding document related to the education, encouragement, enforcement, and evaluation of future walking and bicycling network improvements. It will not have a legally binding effect on current activities or future City actions.

Furthermore, implementation of the recommendations identified in the ATP would be dependent on the availability of funding sources and would be subject to future environmental review on a case-by-case basis. Therefore, no environmental review is required in connection with the adoption of the ATP.

FISCAL IMPACT

There is no immediate fiscal impact resulting from adoption of the ATP. However, by adopting the ATP, the City will increase its eligibility for grant funds to implement bicycle and pedestrian improvement projects within the City. It is important to note that there will be a future cost associated with implementing each of the proposed improvements contained within the ATP.

STAFF REMARKS

Staff recommends that the Planning Commission adopt Resolution 177-2020, which recommends that the City Council adopt the City of Santa Fe Springs Active Transportation Plan, which has been recently revised to address some of the comments made by the Planning Commission at your last meeting on November 9, 2020.



Wayne M. Morrell
Director of Planning

Attachments:

1. Resolution 177-2020
2. Recommended Bikeways
3. Prioritized Bicycle Projects
4. Pedestrian Recommendations
5. Prioritized Pedestrian Projects
6. City of Santa Fe Springs Active Transportation Plan
7. Comments Matrix

Attachment 1: Resolution 177-2020

CITY OF SANTA FE SPRINGS
RESOLUTION NO. 177-2020

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF SANTA FE SPRINGS RECOMMENDING THAT THE
CITY COUNCIL OF THE CITY OF SANTA FE SPRINGS
ADOPT THE ACTIVE TRANSPORTATION PLAN**

WHEREAS, the City of Santa Fe was selected by the Southern California Association of Governments Regional Council for the 2018 Southern California Disadvantaged Communities Planning Initiative to develop an Active Transportation Plan at no cost to the City; and

WHEREAS, the City has developed an Active Transportation Plan that encourages bicycling and walking as a safe and healthy alternative to the motor vehicle; and

WHEREAS, the City of Santa Fe Springs Active Transportation Plan is an information document only and does not impose requirements on City actions; and

WHEREAS, City staff did not prepare an environmental document pursuant to the California Environmental Quality Act (CEQA) since the Active Transportation Plan meets the criteria for a Statutory Exemption under CEQA Guidelines Section 15262; and

WHEREAS, the City of Santa Fe Springs Planning Commission has considered the written and oral staff report, and any public testimony, written comments, or other materials presented at the Planning Commission Meeting on November 9, 2020 and December 14, 2020 concerning the Active Transportation Plan.

NOW, THEREFORE, be it RESOLVED that the PLANNING COMMISSION of the CITY OF SANTA FE SPRINGS does hereby RESOLVE, DETERMINE and ORDER AS FOLLOWS:

SECTION I. ENVIRONMENTAL FINDINGS AND DETERMINATION

The Planning Commission hereby finds and determines that the Active Transportation Plan is Statutorily Exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15262, which exempts planning and feasibility studies for future actions which the agency has not approved, adopted, or funded and does not have a legally binding effect on future actions. Therefore, it has been determined that additional environmental analysis is not necessary to meet the requirements of CEQA.

SECTION II. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts Resolution No. 177-2020 to determine that the City of Santa Fe Springs Active Transportation Plan is Statutorily Exempt pursuant to CEQA Guidelines Section 15262, and to recommend that the City Council

adopt the City of Santa Fe Springs Active Transportation Plan.

ADOPTED and APPROVED this 9th day of December 14, 2020 BY THE PLANNING COMMISSION OF THE CITY OF SANTA FE SPRINGS.

Frank Ybarra, Chairperson

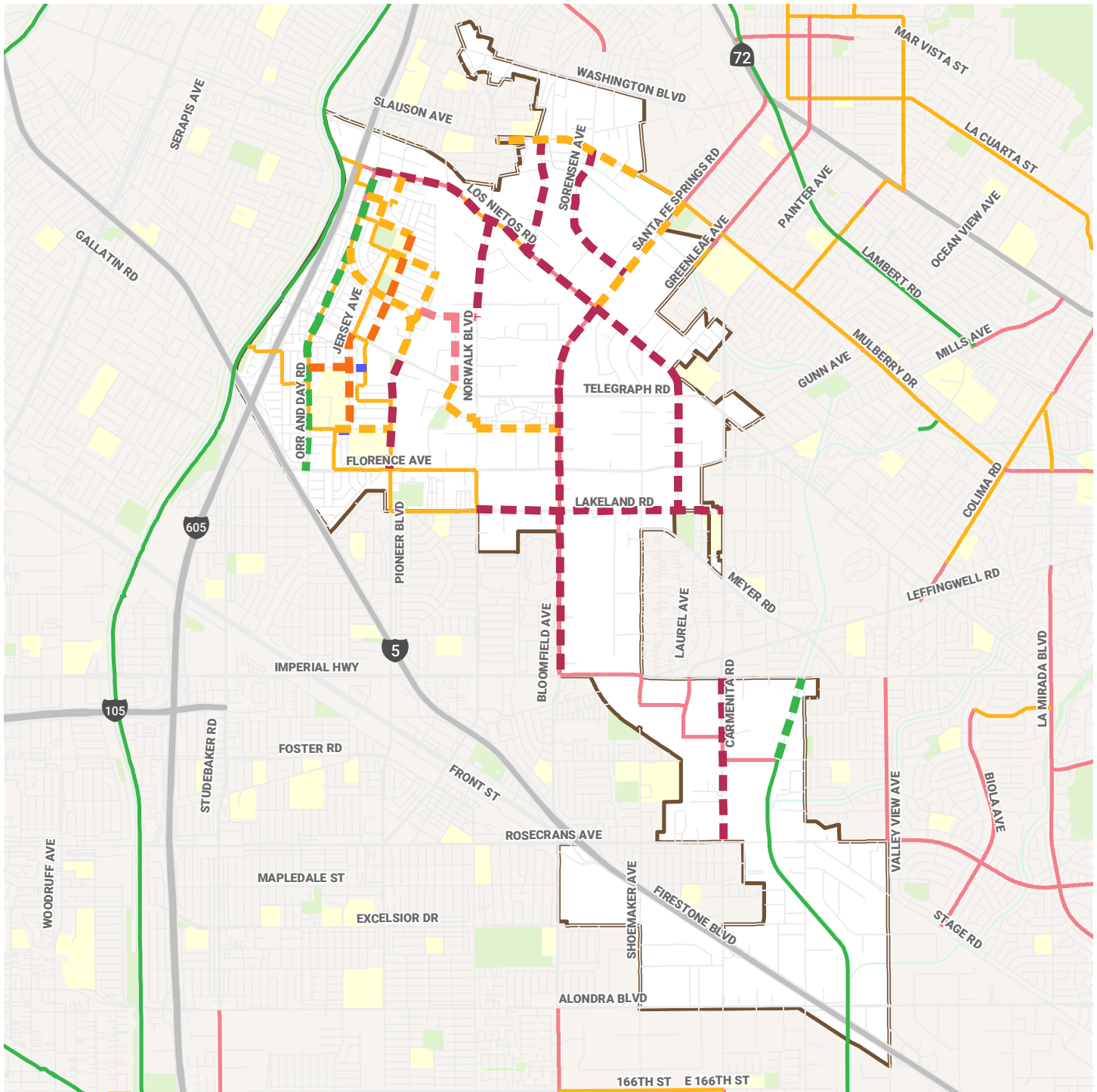
ATTEST:

Wayne M. Morrell, Acting Planning Secretary

Attachment 2: Recommended Bikeways

RECOMMENDED BIKEWAYS

SANTA FE SPRINGS



Recommended Bikeways

Class

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Buffered Bike Lane (Class IIB)
- Bicycle Route (Class III)
- Bicycle Boulevard (Class IIIB)

Existing Bikeways

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Bicycle Route (Class III)

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space
- Existing Walking Path

0 0.55 1.1 Miles



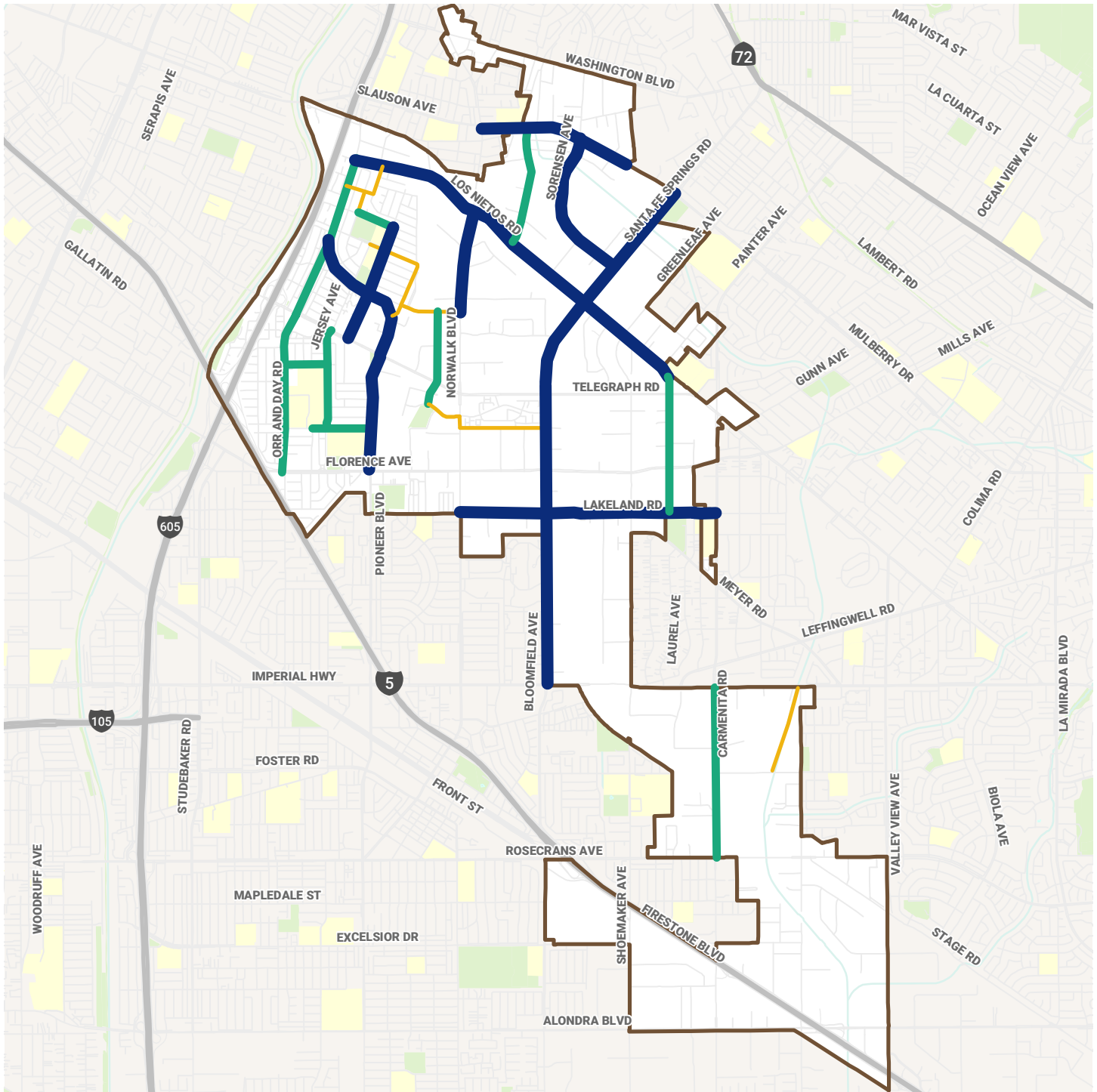
Sources:
SCAG
UC Berkeley TIGRS
OSM
Caltrans



Attachment 3: Prioritized Bicycle Projects

PRIORITIZED BICYCLE PROJETS

SANTA FE SPRINGS



Prioritized Bicycle Projects

- Tier 1
- Tier 2
- Tier 3

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

0 0.55 1.1 Miles



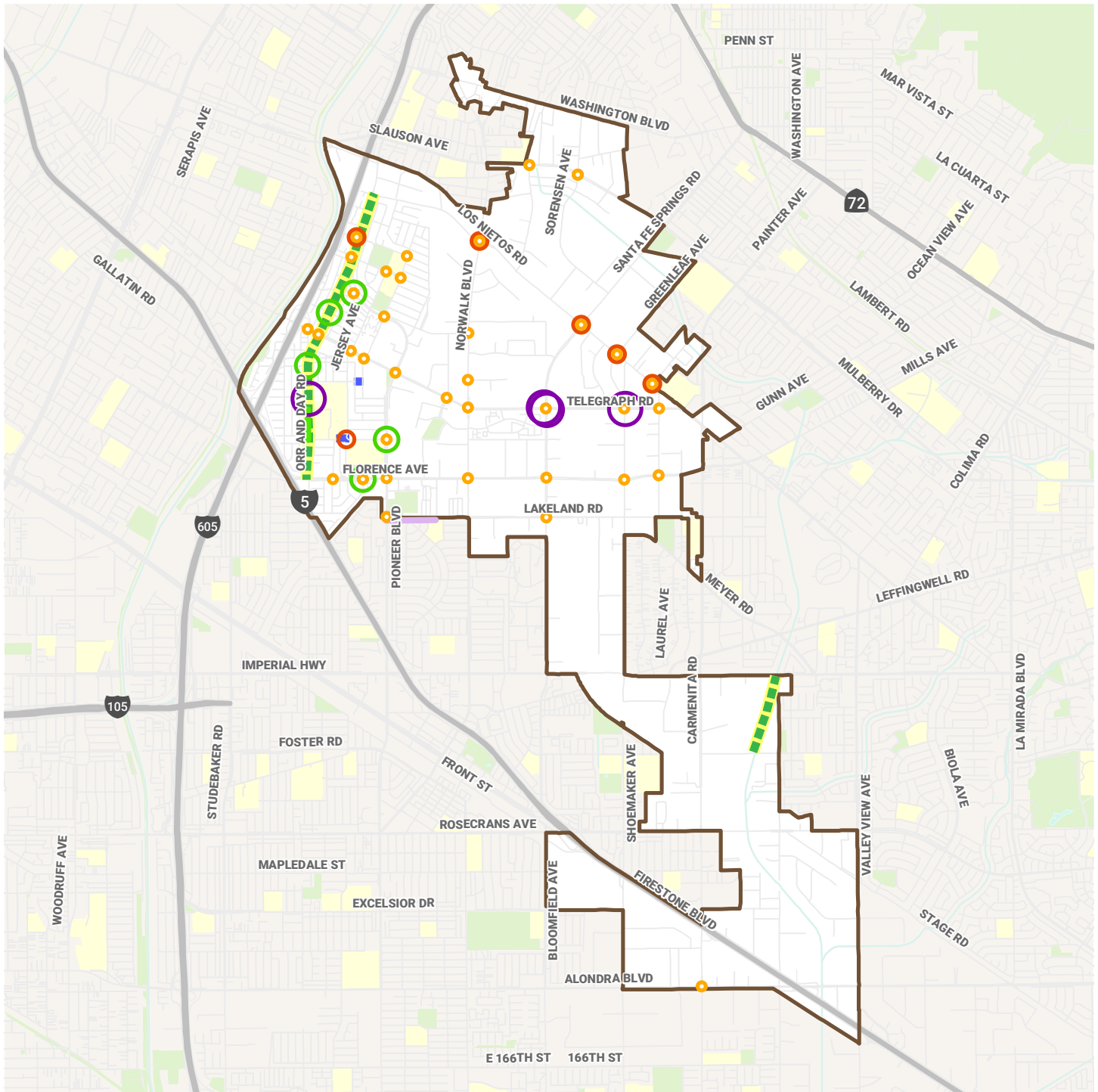
Sources:
SCAG
UC Berkeley TIGRS
OSM
Caltrans



Attachment 4: Pedestrian Recommendations

PEDESTRIAN RECOMMENDATIONS

SANTA FE SPRINGS

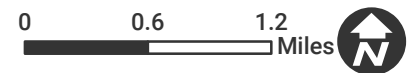


Pedestrian Recommendations

- Crossing Facilities
- Curb Treatments
- Signals & Beacons
- Traffic Calming
- Transit Stop Amenities
- Green Infrastructure
- Pedestrian-Scale Lighting
- Sidewalks & Paths
- Traffic Calming
- - - Shared-Use Path (Class I)

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space
- Existing Walking Path



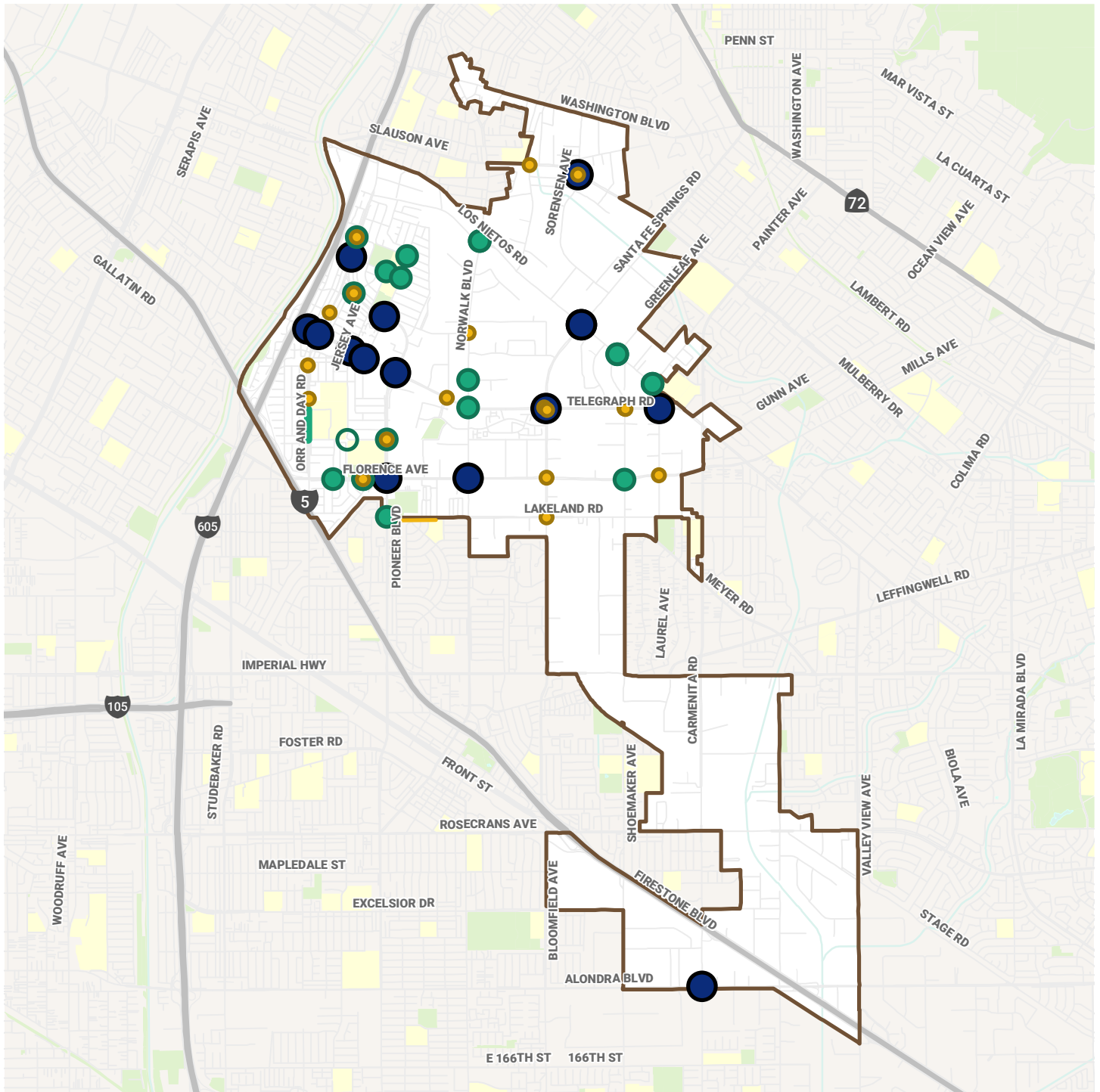
Sources:
SCAG
UC Berkeley TIMS
OSM
Caltrans



Attachment 5: Prioritized Pedestrian Projects

PRIORITIZED PEDESTRIAN PROJECTS

SANTA FE SPRINGS



Prioritized Pedestrian Projects

- Tier 1
- Tier 2
- Tier 3

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

0 0.6 1.2 Miles



Sources:
SCAG
UC Berkeley TIMS
OSM
Caltrans

alta

Attachment 6: City of Santa Fe Springs Active Transportation Plan



Santa Fe Springs Active Transportation Plan

November 2020



Acknowledgements

Thank you to the residents, community leaders, community-based organizations, agencies, and other stakeholders who have helped shape this Plan. We appreciate your vision, insights, and commitment to improving mobility and access for all residents.

COMMUNITY ADVISORY COMMITTEE

Laurel Reimer, City of Santa Fe Springs Planning
Wayne Morrell, City of Santa Fe Springs Planning
Cuong Nguyen, City of Santa Fe Springs Planning
Jimmy Wong, City of Santa Fe Springs Planning
Noe Negrete, City of Santa Fe Springs Public Works
Kevin Periman, City of Santa Fe Springs Public Works
Maritza Sosa-Nieves, City of Santa Fe Springs Community Services
Aimee Matsumoto, City of Santa Fe Springs Community Services
Connie Swisher, City of Santa Fe Springs Police Services
Linda Vallejo, Santa Fe Springs Traffic Commissioner

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Julia Lippe-Klein, Acting Program Manager

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Courtney Banker, Planner
Elizabeth Bisegna, Graphic Designer
Nora Hastings, Graphic Designer
Ryan Taylor-Gratzer, Planner/GIS Specialist
Steve Hernandez, Graphic Designer

STUDIO 111

Shannon Heffernan, Urban Design Director/Senior Associate
Shruti Shankar, Urban Designer

COMMUNITY-BASED ORGANIZATION

Helpline Youth Counseling, Inc.
People for Mobility Justice

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Executive Summary

The 2020 Active Transportation Plan (“Plan”) represents a new commitment by the City of Santa Fe Springs to walking and biking. It will help our community move away from the driving-focused approach of the past, and toward a more sustainable, multi-modal transportation system that serves all residents, regardless of age, ability, identity, or income.

VISION: Santa Fe Springs is a walking- and biking-friendly community that provides safe, comfortable, convenient, and healthy mobility for people of all ages and abilities.

GOALS & OBJECTIVES

The Plan is guided by an Equity Framework which prioritizes equity and the needs of vulnerable residents. Equity, in this planning process, means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.

Collectively, the various strategies and components of the Plan assist the City to meet the four goals established by this Plan, each of which is rooted in advancing our Equity Framework:



**1. Improve
Safety & Health**



**2. Improve
Access & Comfort**



**3. Enhance
Transportation
Affordability**



**4. Commit to
Maintain & Expand
the Network**



Safety & Health

- A. Reduce bicycle and pedestrian collisions through safe and comfortable facilities
- B. Promote an active lifestyle that includes walking and biking
- C. Reduce air pollution, asthma rates, and greenhouse gas emissions
- D. Reduce travel times for low-income households



Access & Comfort

- A. Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations
- B. Address barriers so that vulnerable populations can take part in the improvements
- C. Support public transit service
- D. Prioritize the needs and trip patterns of vulnerable populations
- E. Prioritize universal design standards



Affordability

- A. Reduce the overall household transportation costs for all residents, both anticipated and existing
- B. Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new developments



Maintain & Expand the Network

- A. Integrate bicycle and pedestrian network and facility needs into all Santa Fe Springs planning documents and capital improvement projects
- B. Leverage existing funding to maximize project delivery
- C. Maintain designated facilities to be comfortable and free of hazards to biking and walking

COMMUNITY PRIORITIES

Community and stakeholder participation played a central role in shaping the project, from a Community Advisory Committee (CAC), community-wide events including an interactive Art Installation and Walking Tour, to an online public input map and community survey. During this planning process, community members expressed support for:

- Sidewalks, crossing facilities, and bikeways to greatly improve the experience of walking and biking in Santa Fe Springs.

- Traffic calming and interventions to reduce speeding.
- Lighting to increase visibility for people walking and biking in the dark.

Similarly, community members also shared many concerns that guided the recommendations in this Plan, including:

- Walking and biking feeling unsafe or uncomfortable due to vehicles speeds, truck traffic, and lack of adequate facilities.
- Facilities do not support the needs of people of all ages and abilities.
- Some key destinations are difficult to reach by bike or on foot because facilities are lacking.



Thank you to the many stakeholders who helped shape this Plan, and who are committed to improving access, safety, and health for all.

OUR COMMUNITY'S NEW APPROACH

The Plan was created through intensive collaboration between various city departments, the Community Advisory Committee (CAC), local community organization Helpline Youth Counseling, and most importantly, our residents. Using this feedback and analysis of existing conditions, collisions, and demographic data, the Plan designates an ambitious active transportation system and introduces a comprehensive collection of programs and policies. The street recommendations provide new, low-stress connections between schools, residential areas, parks and trails, and commercial centers, helping ensure that people can more comfortably and safely access everyday needs.

The recommended programs work to address key community concerns, and include a citywide Safe Routes to School program to get students to school more safely and encourage them to walk and bike more. Bicycle and pedestrian education for adults, through classes and campaigns, will help drivers and active transportation users travel through Santa Fe Springs more safely.

Collectively the policies, programs, projects, and recommendations in this Plan will create an environment that enhances active transportation in the City, and makes walking and biking a safe, healthy, and enjoyable means of transportation and recreation.



The Plan envisions an active transportation network that improves access, health, and quality of life for all of our residents.

Bicycle Facility Types



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 or along a body of water.



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

- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- Comfortable facility for more confident bicyclists.
- Recommended when space for a bike lane may not be feasible.

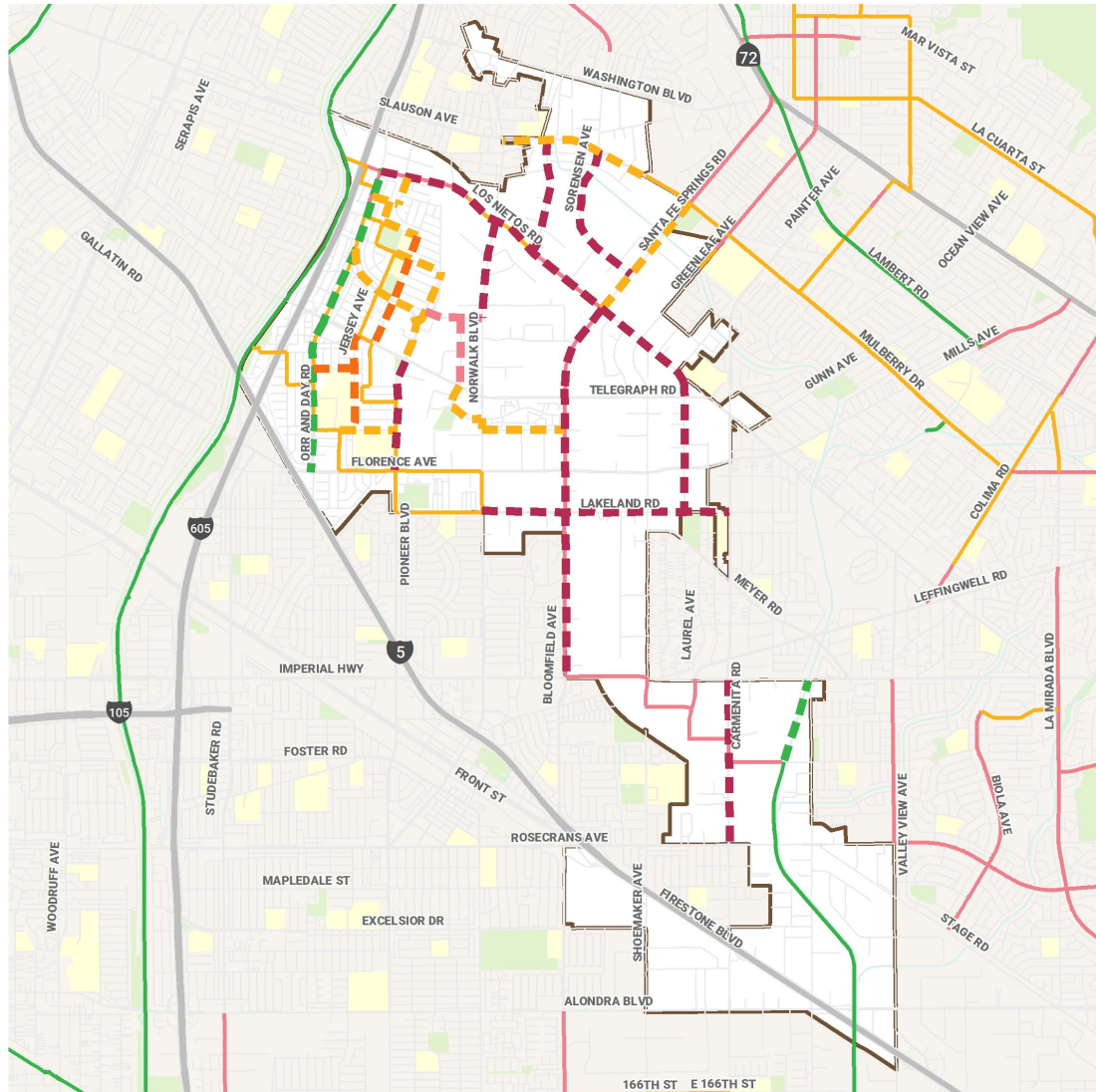


CLASS IIIB

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 wider range of abilities.

Recommended Bicycle Network



Recommended Bikeways

Class

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Buffered Bike Lane (Class IIB)
- Bicycle Route (Class III)
- Bicycle Boulevard (Class IIIB)

Existing Bikeways

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Bicycle Route (Class III)

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space

0 0.55 1.1 Miles



Sources:
SCAG
UC Berkeley TMS
OSM
Caltrans

alta

Pedestrian Facility Types



Sidewalks & Paths

- Completely separated from motor vehicle traffic.
- Used by people walking or using mobility devices such as wheelchairs.
- Sidewalks are typically located immediately adjacent and parallel to a roadway. Shared-use paths can be located in their own independent right-of-way, such as within a park or along a body of water.



Crossing Facilities

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.



Curb Treatments

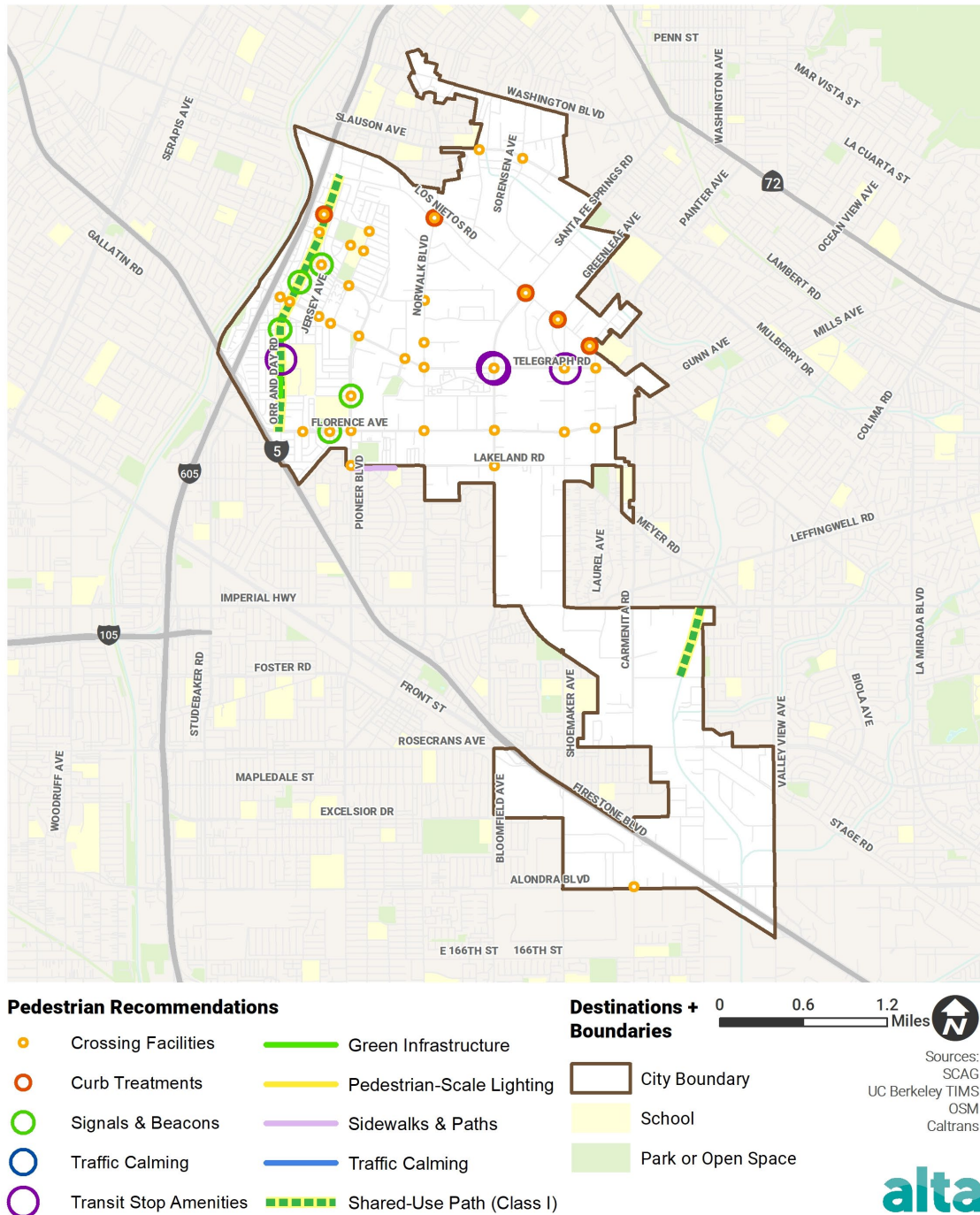
- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.



Beacons & Signals

- Beacons and signals both indicate to drivers that someone may be crossing the street.
- Make crossing the street safer and more comfortable.
- Pedestrian countdown signals create a more predictable crossing environment and give adequate warning to pedestrians attempting to cross a roadway.

Recommended Pedestrian Projects

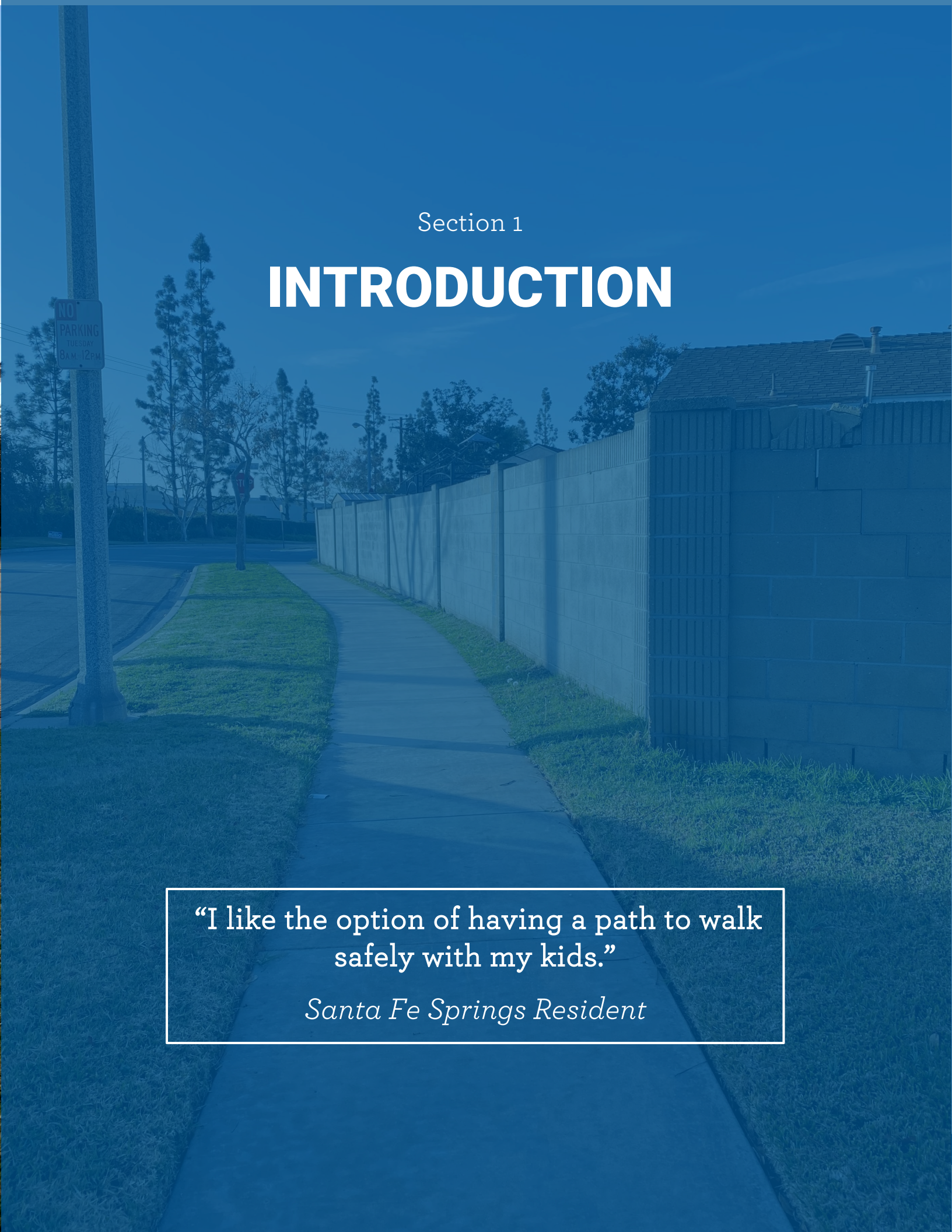


MAKING THIS VISION A REALITY

Following the implementation strategy outlined in Chapter 8, the City will work to secure funding for high-priority projects and programs, with the hopes of expanding our network in the coming years. As the City works to implement the Plan, we will continue to engage with our residents and, most importantly, follow the Equity Framework to ensure that the most vulnerable members of the community voices are heard and needs are met.



This Plan sets the City on track to expand walking and biking routes in the coming years.



Section 1

INTRODUCTION

“I like the option of having a path to walk
safely with my kids.”

Santa Fe Springs Resident

1. Introduction

THE NEED FOR AN ACTIVE TRANSPORTATION PLAN

The City of Santa Fe Springs is committed to improving the quality of life for residents and visitors by ensuring walking and biking are convenient, comfortable, and healthy modes of transportation and recreation. This Active Transportation Plan establishes a long-term vision for improving walking and biking in Santa Fe Springs. The Plan is a critical tool for guiding City staff and the development community in building a balanced transportation system that encourages biking and walking. The City's ultimate goal in developing this Plan is a shift from automobile trips to walking and biking as a normal part of daily life. The new projects and programs featured in this Plan will work to address our community's mobility needs.



Our community aims to build an active transportation network that improves mobility options for all of our residents.



BENEFITS OF WALKING, BIKING, AND BEING ACTIVE

Collision Reduction

Conflicts between people walking, biking, and driving can result not just from poor behavior, but also from insufficient or ineffective design. Encouraging development that supports biking and walking can enhance safety and comfort for all users. Bike lanes and physical barriers between bicyclists and motor vehicle traffic have been shown to increase individuals' use of bicycle infrastructure.¹ Shaded sidewalks with landscaped buffers from vehicle traffic and curb ramps, high-visibility crossings, and rest areas similarly create comfortable experiences for people walking. However, existing transportation networks

¹ Hoffman et al. *Bicycle commuter injury prevention: it is time to focus on the environment*. 2010.; Pucher et al., *Infrastructure, programs, and policies to increase bicycling: An international review*. 2010.



Providing safe and accessible facilities is a priority in our community.

are often designed primarily for safe and efficient motor vehicle travel. Most roadways poorly protect bicyclists and pedestrians, making them more vulnerable to injury and, in some cases, death. Non-motorists are more likely to suffer injury or death in a collision and are about 1.5 times more likely than motorists to die when getting around.²

There are many ways to improve safety for bicyclists and pedestrians while maintaining an efficient transportation system for motor vehicle travel. Successful bicycle and pedestrian improvements on existing facilities tend to focus on changing traffic volume and speed³ and increasing the separation from vehicles.⁴ Additional methods include the design of smarter multi-modal streets, reduced vehicle/bike or vehicle/pedestrian conflict zones, enhanced visibility, and requiring new facility design standards that consider

bike/pedestrian safety as a top priority. Enforcement programs can help reduce dangerous travel behavior by all roadway users, but they have also adversely impacted marginalized community members throughout the U.S.

This Plan outlines an active transportation network and programmatic changes to help us reduce collisions, improve traffic safety, and protect the historically marginalized members of our community.



Public Health Improvements

Physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. Each year, approximately 280,000 adults in the United States die prematurely due to obesity-related illnesses. A 2004 study

² Beck et al. *Motor vehicle crash injury rates by mode of travel, United States: using exposure-based methods to quantify differences*. 2007; Centers for Disease Control and Prevention. *Motor Vehicle Crash Deaths in Metropolitan Areas – United States, 2009*. *Morbidity and Mortality Weekly Report*. 2012.

³ Harris et al. *The Bicyclists' Injuries and the Cycling Environment study: a protocol to tackle methodological issues facing studies of bicycling safety*. 2011; Miranda -Moreno et al. *The link between built environment, pedestrian activity and pedestrian-vehicle collision occurrence at signalized intersections*. 2011.

⁴ Lusk et al. *Risk of injury for bicycling on cycle tracks versus in the street*. 2011.

published in the American Journal of Preventive Medicine by Frank et al. reported that for each additional 60 minutes spent in a car daily, one's chance of becoming obese increases by six percent. A 2019 report by the Outdoor Foundation found that Americans are spending less time outdoors: Nearly half of the U.S. population doesn't participate in any outdoor recreation at all, and only 17.9% got out at least once a week in 2018. The result? One billion fewer hikes, climbs, rides, and other outdoor excursions in 2018 than in 2008. The report also found an alarming impact on youth: Children took part in 15% fewer outdoor activities in 2018 than they did six years before.⁵ However, walking and biking is highly impacted by people's ability, or rather inability, to access safe places to do so. Studies demonstrate disparities in the quantity and quality of park spaces between low-income and affluent communities.

Building infrastructure that encourages biking and walking—while improving access to parks or active recreation opportunities for all residents—is a key strategy to fighting obesity and inactivity. Better yet, it has been shown to have substantial benefits on public health with relatively minimal public investment. Biking and walking can help improve mental health, facilitate social connections, encourage activity among older adults, foster healthy habits among youth, lower risk of chronic diseases, and improve air quality. The World Health Organization identified atmospheric particulate matter (PM) with a diameter of less than 2.5 micrometers (PM2.5), ozone (O3), and oxides of nitrogen (NOx), all of which are related to automobile emissions, as the primary pollutants of concern for environmental and human health.⁶ These pollutants



Walking helps to improve mental health, foster social connections, and lower the risk of chronic diseases.

⁵ Outdoor Foundation. 2019 Outdoor Participation Report. 29 January 2019.

https://outdoorindustry.org/resource/2019-outdoor-participation-report/?utm_source=media&utm_medium=press-release&utm_campaign=participation

⁶ World Health Organization. Review of Evidence on Health Aspects of Air Pollution: REVIHAAP Project. Copenhagen, Denmark: WHO Regional Office for Europe; 2013.

have both short- and long-term effects on respiratory health, cardiovascular health, cancer, reproductive health, and premature mortality in humans.⁷ Further, there is increasing evidence that links these emissions to increased systematic inflammation and diabetes risk.⁸ Nitrogen dioxide from motor vehicles was found to cause 60% of pediatric asthma cases in urban areas worldwide.⁹ Poor air quality particularly impacts vulnerable populations such as older adults, youth, and people with respiratory ailments.

Reducing our reliance on motor vehicles and increasing the use of active transportation will help break the cycle of air pollution and the corresponding negative health impacts. Altogether, the Plan will identify interventions that support safe walking, biking, and recreation opportunities as effective strategies for addressing public health concerns in our community.



Environmental Benefits

Fossil-fuel driven transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the United States, amounting to almost 30% of all GHG emissions and

surpassing those generated from electricity production and industry.¹⁰

Transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the United States: 30%.

Unlike driving, biking and walking cause no direct air or water pollution, require minimal land use impacts, and emit negligible noise and light pollution. Bicyclists and pedestrians occupy less space than cars and help reduce demand for road space and parking, freeing up land for public space, buildings, food production, and housing. Replacing some

⁷ U.S. Environmental Protection Agency. *Provisional Assessment of Recent Studies on Health Effects of Particulate Matter Exposure*. Washington DC 2012.

⁸ Jerrett M, Brook R, White LF, et al. Ambient ozone and incident diabetes: A prospective analysis in a large cohort of African American women. *Environment International*. 2017;102:42-47.

⁹ Pattanun A, Brauer M, Hystad P, Anenberg S. Global, national, and urban burdens of pediatric asthma incidence attributable to ambient NO₂ pollution: estimates from global datasets. *The Lancet Planetary Health*. 2019.

¹⁰ United States Environmental Protection Agency. *Sources of Greenhouse Gas Emissions*. Accessed May 28, 2019, <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>.

driving trips with biking or walking trips reduces emissions associated with mobility, translating into less carbon dioxide, nitrogen oxides, hydrocarbons, and other pollutants in the air.

Implementation of this Plan can not only help reduce our contribution to climate change, but can also enhance our resilience to it. Creating viable alternatives to private vehicles reduces pressure on road infrastructure and provides options for people to remain mobile when other transportation modes are disrupted by climate events. It will also improve the health of residents who are vulnerable to asthma or other chronic respiratory diseases associated with air pollution.



Equity

Because they often cannot drive or do not own a vehicle, children, older adults, people with physical disabilities, and people with low incomes tend to rely on transit, walking, and biking to get to and from daily activities. When age and physical abilities are not a barrier, costs associated with car ownership can inhibit mobility in car-centric environments. A study cited by the Victoria Transport Policy Institute found that **households in automobile-dependent communities devote 50% more of their income to transportation (more than \$8,500 annually)** than households in communities with better conditions for



Ensuring everyone has access to safe and affordable transportation options helps improve the wellbeing of our community.

walking and biking (less than \$5,500 annually). Indeed, transportation typically accounts for a household's second-largest expenditure behind housing. For low or under-resourced households, however, this high cost of driving can consume a high portion of peoples' incomes and make them transportation burdened. Unsurprisingly, people with low incomes have the highest rates of walking and bicycling to work, with the greatest number of bicycling trips taken by people of color.¹¹

When affordable housing is not located near opportunities for work or school, low-income residents endure longer commutes and incur greater transportation costs. Longer travel distances mean less time spent with family, less time to rest and less time for obligations like picking up children from child care, visiting the doctor, exercise, or grocery shopping. Impeding access to these and other basic necessities

can have health consequences and exacerbate health inequities.¹²

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

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. In the United States, Latino and African American bicyclist/pedestrian fatality rates are double that of White people.¹³ Children¹⁴ and older adults¹⁵ are

¹¹ Safe Routes to School National Partnership. *At the Intersection of Active Transportation and Equity*. 2015.

¹² PolicyLink Prevention Institute Convergence Partnership. *Healthy, Equitable Transportation Policy: Recommendations and Research*. 2009.

¹³ Safe Routes to School. 2015.

¹⁴ Wong et al. *GIS measured environmental correlates of active school transport: A systematic review of 14 studies*. 2011; Rothman et al. *Walking and child pedestrian injury: a systematic review of built environment correlates of safe walking*. 2014; Rothman et al. *Motor Vehicle-Pedestrian Collisions and Walking to School: The Role of the Built Environment*. 2014.

¹⁵ Lusk et al. *Risk of injury for bicycling on cycle tracks versus in the street*. 2011; Moran et al. *Understanding the relationships between the physical environment and physical activity in older adults: a systematic review of*

especially vulnerable sub-populations whose tendencies to walk and bike are particularly impacted by vehicle traffic speed and volume, as well as available or missing infrastructure that creates safe or unsafe environments. Further, when these populations choose to walk or bike, they are often faced with health risks associated with greater air and noise pollution, as many sources of air pollutants are located near these communities,¹⁶ and low-income people and people of color are more likely to live near major roads, highways, or truck routes.¹⁷

For older adults, youth, people of color, people with disabilities, and people with low wealth, not having safe, sufficient infrastructure to access destinations by foot or bike means increased vulnerability to traffic related injury and fatalities as well as indirect health implications.¹⁸ Active transportation plans that improve biking and walking provide an opportunity to improve mobility for vulnerable populations who might not own or are unable to operate a motor vehicle, enabling safe, affordable access to economic and social opportunities that are known to predict health later in life..

The Plan will enhance the accessibility of pedestrian and bicycle networks in our community by making daily transportation and physical activity more viable for children, older adults, people of color, and people with physical disabilities. The Plan is designed to create opportunities for affordable, safe, and convenient transportation for all people, especially those who may not have access to a motor vehicle or who have limited income.



Quality of Life

The design, land use patterns, and transportation systems that comprise the built environment profoundly impact one's experience of being in a community. Creating conditions in which walking, biking, and using other active modes are accepted and encouraged increases a community's livability, and sense of connectedness, and by extension, residents' quality of life. Communities become more pleasant when noise and air pollution are reduced, and when urban space is reserved for facilities that enable people of all ages and abilities to travel in safe and enjoyable settings. This Plan works to increase the quality of life for all residents in our community.

qualitative studies. 2014; Yen et al. *How design of places promotes or inhibits mobility of older adults: realist synthesis of 20 years of research*. 2014.

¹⁶ Miranda et al. *Race/Ethnicity, Residential Segregation, and Exposure to Ambient Air Pollution: The Multi-Ethnic Study of Atherosclerosis*. 2014.

¹⁷ Bae et al. *The exposure of disadvantaged populations in freeway air-pollution sheds: a case study of the Seattle and Portland regions*. 2007.

¹⁸ Policy Link Prevention Institute. 2009.



Economic Benefits

Active transportation is economically advantageous to individuals and communities. Replacing automobile trips with walking or biking can reduce vehicle maintenance and fuel costs. These savings are accompanied by potential reductions in health care costs, as regular physical activity can minimize health complications associated with an inactive lifestyle. In 2009, the CDC estimated that the direct medical costs of physical inactivity to the country totaled more than \$147 billion.¹⁹

According to the Bureau of Labor Statistics, in 2017, households spent 13% of their earnings on transportation—the second highest household expenditure after housing.²⁰ Increasing opportunities for non-automobile travel can reduce spending on transportation, which may allow for households to increase spending on health-promoting activities such as healthcare, education, and nutritious food.

Furthermore, active transportation facilities require significantly less capital to construct and maintain than roadway or highway projects. **Active transportation investments allow cities to do more with fewer taxpayer dollars.** And in many cases, such projects result in higher spending at local businesses.²¹ This Plan sets Santa Fe Springs on track to help residents spend less on transportation, and our community to do more with our existing resources.

¹⁹ Center for Disease Control and Prevention. *Adult Obesity Causes & Consequences*. Last modified August 29, 2017, <https://www.cdc.gov/obesity/adult/causes.html>.

²⁰ Bureau of Labor Statistics. *Consumer Expenditures—2017*. Published September 11, 2018, <https://www.bls.gov/news.release/cesan.nr0.htm>.

²¹ New York City Department of Transportation. *The Economic Benefits of Sustainable Streets*. 2013.

The background image shows a community meeting taking place outdoors at dusk or dawn. Two women are in the foreground, looking at a poster. The woman on the left is wearing a dark top and a patterned bag, while the woman on the right has blonde hair with a flower headband and is holding a clipboard. They are standing next to a yellow metal frame that holds several informational posters. One poster is titled 'How Would You Like To Get Around In Your Community?' and features a hexagonal pattern. Another poster to the left is titled 'Transportation Plan' and 'Transporte del Municipio'. In the background, there are picnic tables, benches, and a building under a dark sky.

Section 2

THE VISION

“Santa Fe Springs is an All American City,
where people like to keep fit. The future of
our city is now!”

Santa Fe Springs Resident

2. The Vision

EQUITY FRAMEWORK

This Plan is guided by an Equity Framework, which asks:

- Who are the most vulnerable groups in the community?
- What outcomes do the most vulnerable residents want to see come from this planning effort?
- How can implementation of the Plan work towards these outcomes?

The City identified vulnerable user groups as well as a vision and supporting goals that we believe will advance equity: **safety and health, access and comfort, affordability, and an enhanced network**. The City also defined future actions and ways to measure progress on these four goals.

Focusing on Vulnerable Residents

Some groups of people experience greater vulnerabilities and disparities in Santa Fe Springs' transportation system—at times as a result of the system itself. The more groups a person identifies with, the greater the disparity. These groups include:

- Children and older adults
- Black, Indigenous, Latinx, and other people of color

Equity in this Plan means that community members who have historically been left out of transportation investments and decisions will be prioritized, engaged, and included.



This Plan works to improve transportation for all residents of our community, especially those who have historically been excluded from transportation decisions and investments.

- People of no- and low-income/under-resourced
- People with limited English proficiency
- People with disabilities
- People who do not own cars or do not drive

The goals, policies, and recommendations of this Plan will work to serve and improve transportation for all residents of our community, particularly those who identify with any of these groups.

State-Identified “Disadvantaged Communities”

This Plan also works to improve conditions in state-identified “disadvantaged communities” within Santa Fe Springs. In 2012, the California Senate passed SB 535 requiring that a portion of all revenue from the state’s Greenhouse Gas Reduction Fund be spent on projects that benefit disadvantaged communities, and charged the California Environmental Protection Agency (CalEPA) with determining which communities qualify as “disadvantaged.” CalEPA developed CalEnviroScreen, an online tool that ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions. Census tracts scoring in the top 25% qualify as disadvantaged. The largest source of state funding for active transportation projects, Caltrans’s Active Transportation Program (ATP), also defines communities with median household incomes at or below 80% of the state median as “disadvantaged.” For Safe Routes to School projects, Caltrans accepts communities in which at least 75% of students qualify for free or reduced-price meals as “disadvantaged.”

Serving Current Residents

Improvements to the public realm can increase the risk of displacement of existing residents. Too often, public projects are designed to attract new development and appeal to future hypothetical tenants, rather than serving the people who have historically called the community home before the project began. As housing costs continue to rise across Southern California, existing households (especially



This Plan aims to serve existing residents and reduce disparities in access to affordable, safe, and comfortable transportation.

renters and working-class families) face the very real threats of unaffordable housing options and displacement. When forced to move, households potentially lose contact with the community they rely on and are connected to.

The project recommendations have been shaped by—and designed for—the existing residents of Santa Fe Springs. **Consistent with the Equity Framework, this Plan supports current residents' right to remain in their community as this Plan is implemented and improvements to our active transportation network are realized.** The City will prioritize the needs of existing residents and identify ways to not only improve their safety, comfort and health, but to enhance community access to public resources and create a healthier, more sustainable, and more inclusive community.



The Equity Framework not only guides the recommendations in this Plan, but will continue to guide the City during implementation.

VISION

Santa Fe Springs is a walking and biking-friendly community that provides safe, comfortable, convenient, and healthy mobility for people of all ages and abilities.



GOALS, OBJECTIVES, AND ACTIONS

Safety & Health

This Plan empowers residents to live a more active lifestyle by providing a network of safe and comfortable walking routes and bikeways for everyone to enjoy.

Asking the Right Questions

- Will the Plan help reduce crashes and fatalities while increasing opportunities for physical activity among vulnerable populations?
- Does the Plan help reduce air pollution, asthma rates, and greenhouse gas emissions, particularly within vulnerable populations?

How Do We Measure Progress?

- Reduce the number of severe and fatal collisions by half by 2030
- Begin providing K-12 students with education on safe walking and biking
- Increase outreach and education events throughout the city, particularly in disadvantaged neighborhoods, by 20%
- Decrease the number of poor air quality/smog days by 30%
- Decrease rates or prevalence of obesity and chronic diseases (e.g., cardiovascular disease, type 2 diabetes, cancer)



Objective		Action
A.	Reduce bicycle and pedestrian collisions through safe and comfortable facilities	1. Prioritize short-term implementation of bicycle and pedestrian facilities on streets with high rates of traffic collisions (such as Telegraph Road and Florence Avenue) according to the Statewide Integrated Traffic Records System (SWITRS), and as collisions occur. 2. Adopt design guidelines that promote safety through incorporating separation between bicyclists/pedestrians and drivers. Refer to national and state best practices. 3. Implement best practice facilities, including flashing beacons, bulb-outs, and sidewalks, to improve safety and reduce collisions throughout the city. 4. Fund safety education programs for drivers, pedestrians, and bicyclists that encourage safe behaviors. Make this information available through schools, work sites, and at City events. 5. Adopt a City Council resolution authorizing school zone speed limits as low as 15 MPH.
B.	Promote an active lifestyle that includes biking and walking	1. Dedicate City staff time to implement programs that encourage residents to walk and bike together on city streets. 2. Fund programs that incorporate biking and walking into curriculum at district schools. Seek an Office of Traffic Safety Grant or other funding or resources for educational activities. 3. Provide more opportunities for outdoor recreation via parks and joint-use agreements with school facilities, such as at Santa Fe High School. 4. Develop a citywide map of existing bicycle facilities for public use.



Objective	Action
C. Reduce air pollution, asthma rates, and greenhouse gas emissions	1. Build a network that encourages residents to choose modes of transportation other than driving by providing low-stress bicycle facilities, robust pedestrian networks, and first/last mile access to transit. 2. Achieve a 5% reduction in vehicle miles traveled annually as residents, workers, and visitors meet daily needs by walking, bicycling, and using transit.
D. Reduce travel times for low-income households	1. Increase the overall mileage of the low-stress bicycle network in low-income neighborhoods by 25% by 2025.



Access & Comfort

This Plan supports increased access to neighborhood destinations such as grocery stores, libraries, schools, recreation centers, and transit stops. Pedestrian and bicycle facilities will be accessible and comfortable for people of all ages and abilities to use.

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan prioritize the needs and trip patterns of vulnerable users? • Does the Plan remove barriers so that vulnerable populations can take part in or enjoy the improvements? • Does the Plan support and not impede public transit service? • Does the Plan consider universal design principles that serve all users, including those with physical disabilities?	• Increase the share of people walking and bicycling to work to 3% by 2030 and 5% by 2040 • Increase the share of students walking or bicycling to school to 10% by 2025 and 20% by 2040 • Reduce the percent of streets that are Level of Traffic Stress (LTS) 4 by 2040 • Implement a Safe Routes to School Program • Begin tracking the share of students walking or bicycling to school

Asking the Right Questions	How Do We Measure Progress?
	• Adopt a Complete Streets ordinance, per state requirements • Implement a Vision Zero program • Make a SCAG Safety Pledge • Complete Tier 1 projects recommended in this Plan by 2030 and Tier 2 projects by 2040



Objective	Action
A. Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations	1. Implement the recommended active transportation network to safely and comfortably connect residential neighborhoods to destinations like employment centers, grocery stores, community centers, schools, and shopping areas. 2. Increase bicycle parking at neighborhood destinations like schools, medical centers, grocery stores, and government offices. 3. Establish a transportation impact fee ordinance to leverage funding for installation of new bicycle and pedestrian facilities. 4. Evaluate streets during pavement resurfacing to determine if pedestrian or bicycle facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders) on an ongoing basis. 5. Incorporate routine accommodation for pedestrian and bicycle facilities when developing priority lists for overlay and construction projects, maintenance, and traffic control plans. 6. Ensure street furniture supports active transportation and allocate benches, shade, and hydration amenities in areas with high volumes of people walking and biking.

Objective	Action
	7. Work with local businesses that have outdoor restaurant seating or merchandise to maintain ADA-accessible pedestrian walkways.
B.	Address barriers so that vulnerable populations can take part in the improvements
	1. Provide fix-it and hydration stations at key community destinations such as Santa Fe Springs Park and City Hall.
C.	Support public transit service
	1. Design bikeways on streets with transit lines using best practices that do not impact transit reliability or bicycle/pedestrian movement (e.g., floating bus islands, bus/bike lanes). Best practices can be found in design guidelines such as the Urban Street Design Guide (2013), developed by the National Association of City Transportation Officials (NACTO). 2. Work with Metro and Norwalk Transit to improve bicycle and pedestrian access (first/last mile connections) to transit stops and the comfort of transit stops and onboard transit vehicles, especially during peak commute hours, and to provide secure bike parking, benches, and covered waiting areas at stations and stops. 3. Install more secure, long-term bicycle parking at major transit hubs.
D.	Prioritize the needs and trip patterns of vulnerable populations
	1. Increase the overall mileage of the sidewalks and low-stress bicycle network in low-income neighborhoods by 10% by 2030. 2. Prioritize the construction of facilities that connect existing active transportation networks and address disparities between neighborhoods. 3. Develop a citywide Safe Routes to School Plan for K-12 schools in Santa Fe Springs, in collaboration with the school and school district, to identify specific improvements for students walking and riding bicycles.

Objective	Action
E. Prioritize universal design standards	1. Prioritize design that facilitates access, comfort, and ease for all users, including people with physical disabilities, strollers, food carts, etc. 2. Install or upgrade curb ramps to comply with current Americans with Disabilities Act standards. 3. Repair potholes and pavement cracking, including those in crosswalks, during routine maintenance. 4. Provide ample crossing time at signalized crossings, particularly those adjacent to destinations heavily used by people who move at slower rates, including children, older adults, and people with physical disabilities. 5. Revise the City's current standard condition of approval that requires meandering sidewalks to require a 3'-5' parkway between the street and sidewalk, where feasible.



Affordability

This Plan works to reduce the burden of transportation costs on households.

Asking the Right Questions	How Do We Measure Progress?
• Does the Plan help reduce the burden of transportation costs? • Is implementation of the Plan likely to reduce transportation costs in the long run (e.g. by reducing the need for vehicle ownership or for parking in new developments)? • Does the Plan enhance affordability for existing residents?	• Build a complete network of low-stress bikeways by 2030 • Connect all major transit stops and community destinations with bicycle and pedestrian facilities by 2030 • Demonstrate a reduction in vehicular trips and an increase in walking and bicycling with traffic counts by 2030



Objective		Action
A.	Reduce the overall household transportation costs for all residents, both anticipated and existing	1. Build an active transportation network that provides low-stress bicycle and pedestrian facilities for people, particularly those in low-income neighborhoods, and encourages the use of biking and walking as low-cost transportation. 2. Build facilities that provide first- and last-mile connections to public transit stations and major bus stops. 3. Integrate sustainable transportation improvements with housing projects, particularly affordable housing.
B.	Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new developments	1. Review the City's Zoning Regulations to identify opportunities to reduce parking minimums for residential properties. 2. Update the City's Zoning Regulations to require more bicycle parking in major development projects. 3. Update the City's Zoning Regulations to require end-of-trip-facilities, such as showers and changing rooms, in major non-residential developments. 4. Update the City's Zoning Regulations to require pedestrian improvements (such as sidewalks, bulb-outs, and ADA compliant curb ramps) in major development projects. 5. Create a menu of transportation demand management (TDM) options to include bike-share passes, fix-it stations, and hydration stations.



Maintain & Expand the Network

This Plan will help our community identify, develop, and maintain a complete and convenient bicycle and pedestrian network.

Asking the Right Questions	How Do We Measure Progress?
- Does the Plan adequately position our community for successful implementation? - Does the Plan ensure equitable distribution of proposed facilities?	- Increase the mileage of existing bikeways by 75% by 2040 - Double the number of short-term and secure long-term bicycle parking locations by 2040 - Maintain adequate pavement quality, striping, and sign visibility and signal/beacon functionality on all bicycle and pedestrian facilities - Start tracking and begin publishing annual bicycle and pedestrian counts to SCAG's Active Transportation Database (ATDB) by 2022



Objective	Action
A. Integrate bicycle and pedestrian network and facility needs into all Santa Fe Springs planning documents and capital improvement projects	- Review the City's Capital Improvement Program (CIP) list on an annual basis to make sure that recommended projects from this Plan are considered at the earliest possible stage of both new capital projects and maintenance of existing facilities. - Evaluate all streets during pavement resurfacing to determine if additional bicycle and pedestrian facilities can be provided (e.g. bike lanes, wider curb lanes or shoulders, wider sidewalks) when the striping is reapplied. - Ensure that all traffic impact studies, analyses of proposed street changes, and development projects address impacts on bicycling and walking facilities.

Objective	Action
	4. Require new development, or reconstruction if applicable, to address the pedestrian and bicycle circulation element based on the above considerations. 5. Conduct pedestrian and bicycle counts before and after project implementation following SCAG's methodology. Upload counts to SCAG's ATDB. 6. Amend § 73.04 RIDING IN CROSSWALKS of the Municipal Code to remove the requirement that people dismount their bicycles when using a crosswalk. 7. Repeal § 73.15 REQUIRED and associated sections of the Municipal Code requiring people to register and license their bicycle prior to operating it within city limits.
B.	Leverage existing funding to maximize project delivery 1. Utilizing funds as a local match, pursue funding from available grant sources. 2. Actively develop projects from the Plan to position the City to best compete for grant funding. 3. Follow the Plan's prioritization recommendations, which include equity and other funding-agency-determined factors in scoring. 4. Through the CIP process, assess and prepare for upcoming staffing, consultant, and capital funding needs as projects arise.



Section 3

LOCAL BACKGROUND

“Speeding is a major issue on major roads.
Larger trucks are going into residential
neighborhoods...”

Santa Fe Springs Resident

3. Local Background

HISTORICAL AND CURRENT CONTEXT

There is great potential to expand the role and use of active transportation in Santa Fe Springs. A Gateway City, Santa Fe Springs is located in southeast Los Angeles County, adjacent to the cities of Downey, Norwalk, Whittier, Pico Rivera, La Mirada, and Cerritos. The southern part of the city is predominantly industrial, and most residents live and shop in the northwestern part of the city.

EQUITY ANALYSIS

The project team conducted an equity analysis using existing demographic information from the US Census Bureau. All data was obtained from the 2017 American Community Survey (ACS) Five-Year Estimates and analysis was conducted at the census tract level for Santa Fe Springs. For this analysis, the following indicators were used:

- **Age:** Individuals under the age of 18 and over the age of 65 comprise this indicator. These two age groups are displayed separately to better identify the differing needs of these populations.
- **Race:** This indicator measures the percentage of the population that identifies as non-white.
- **No Access to a Vehicle:** This indicator measures the percentage of households that do not have regular access to a vehicle.
- **Income:** This indicator measures median household income.
- **CalEnviroScreen 3.0:** This indicator identifies disadvantaged communities as compared to other places in California.

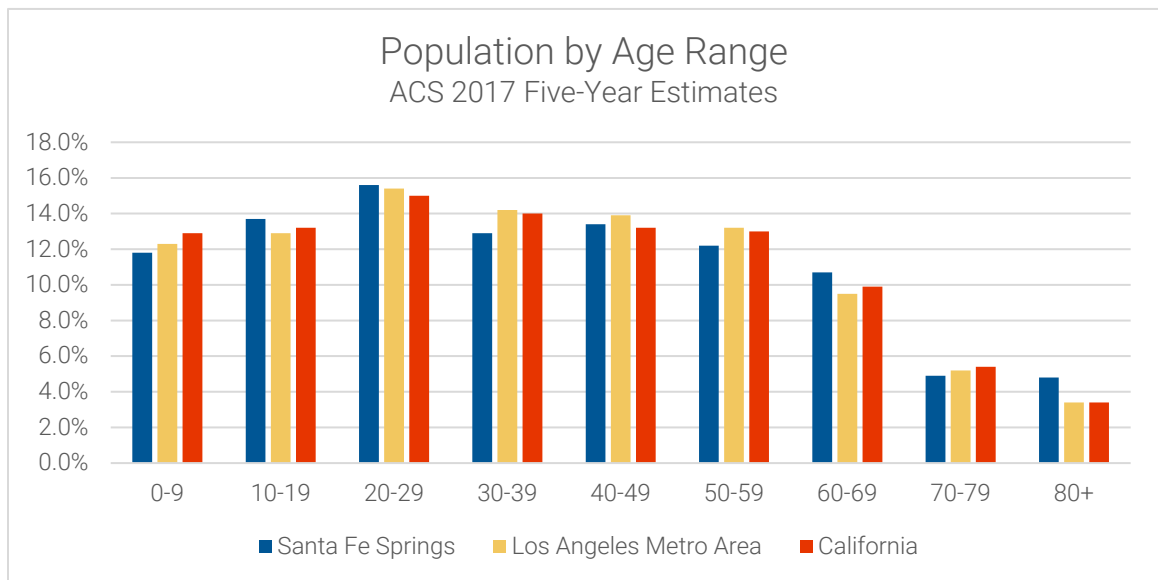
Demographics

Santa Fe Springs is home to approximately 18,000 residents, according to 2018 American Community Survey five-year estimates. Comparatively, Los Angeles County has a population of over 10 million people.

Age

In general, age distributions in Santa Fe Springs mimic that of the greater Los Angeles Region as well as the state (see Figure 1). The median age in Santa Fe Springs is 36.4 years, which is the same as that of the Los Angeles Metro Area.

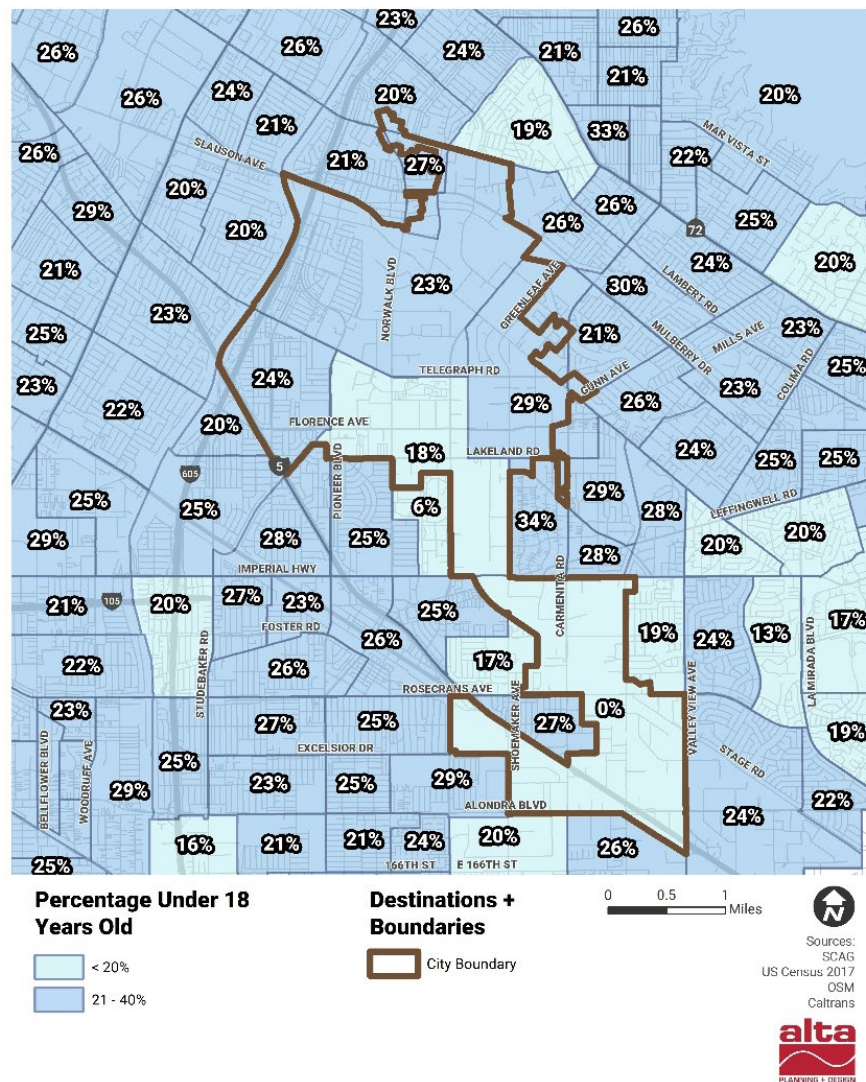
Figure 1. Distribution of Ages



UNDER 18

Within our residential neighborhoods, youth are generally evenly distributed and range from 18% to 29% of the population across all census tracts. In total, children make up approximately one-fourth of our city's population. Slightly more children under 18 live in the northern part of Santa Fe Springs due to the location of schools and residential areas.

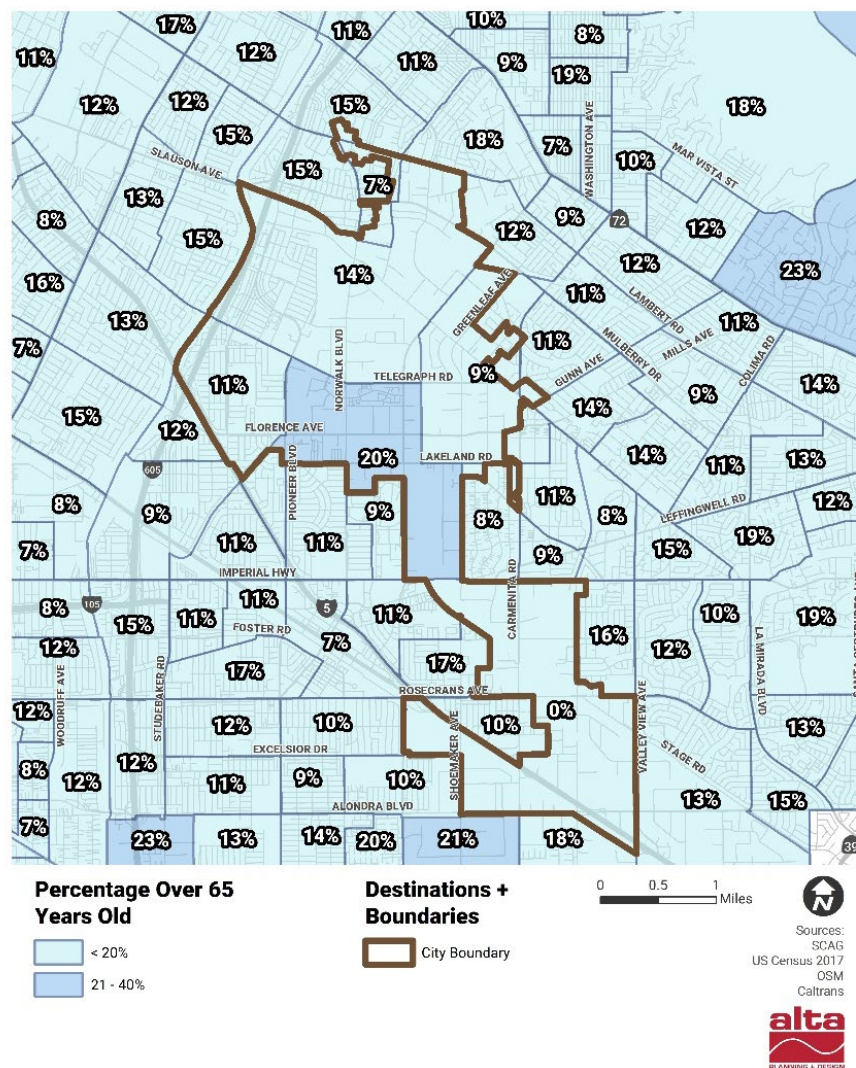
Figure 2. Percentage of Population Under 18



OVER 65

People 65 years and over make up significantly less of Santa Fe Springs's total population than those under 18 years of age, at: 13.7%. Unlike people under the age of 18, the highest proportion of people 65 and older is found in the Villages at Heritage Springs neighborhood. Census tracts (excluding the industrial district) range from having 9% to 20% of residents over 65.

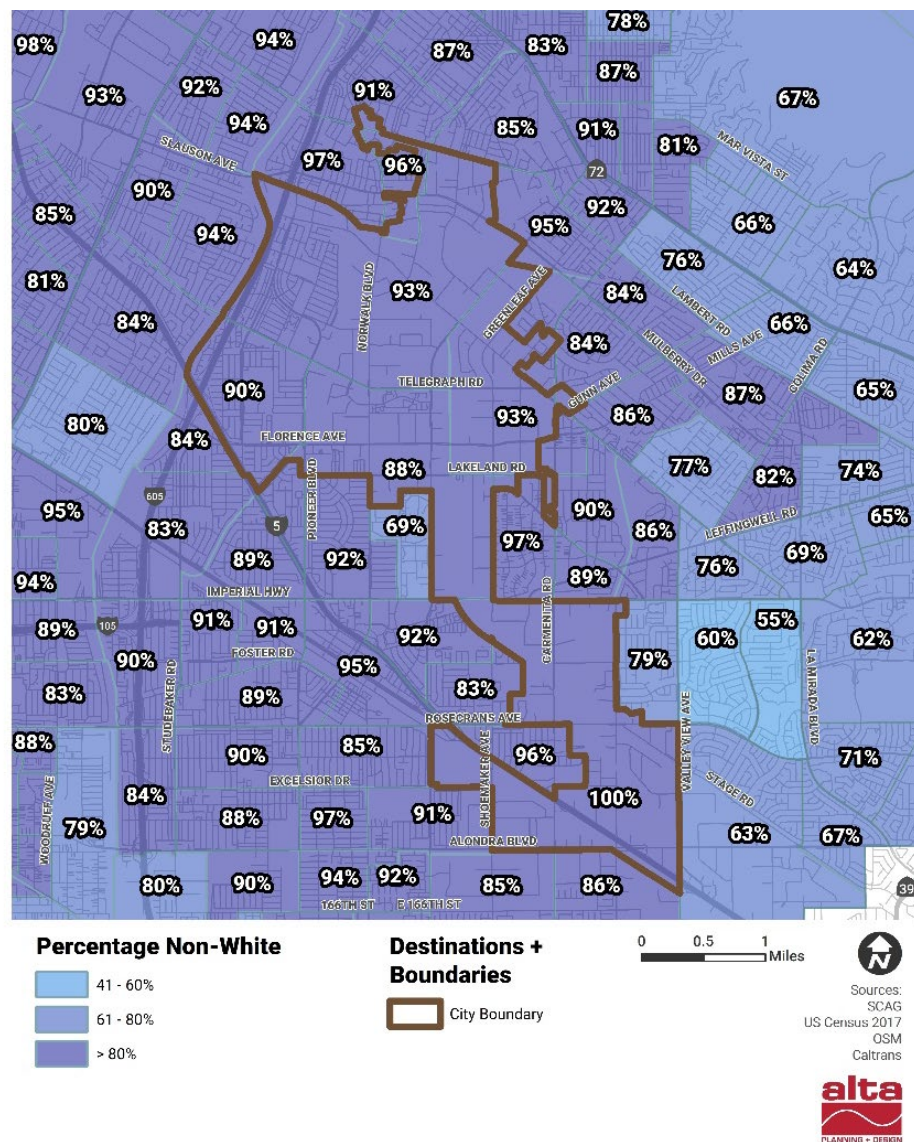
Figure 3. Percentage of Population 65 and Older



People of Color

Approximately 90% of our city identifies as non-white, with the majority (80%) identifying as Hispanic or Latino. Census tracts's populations range from 88% people of color to 93%.

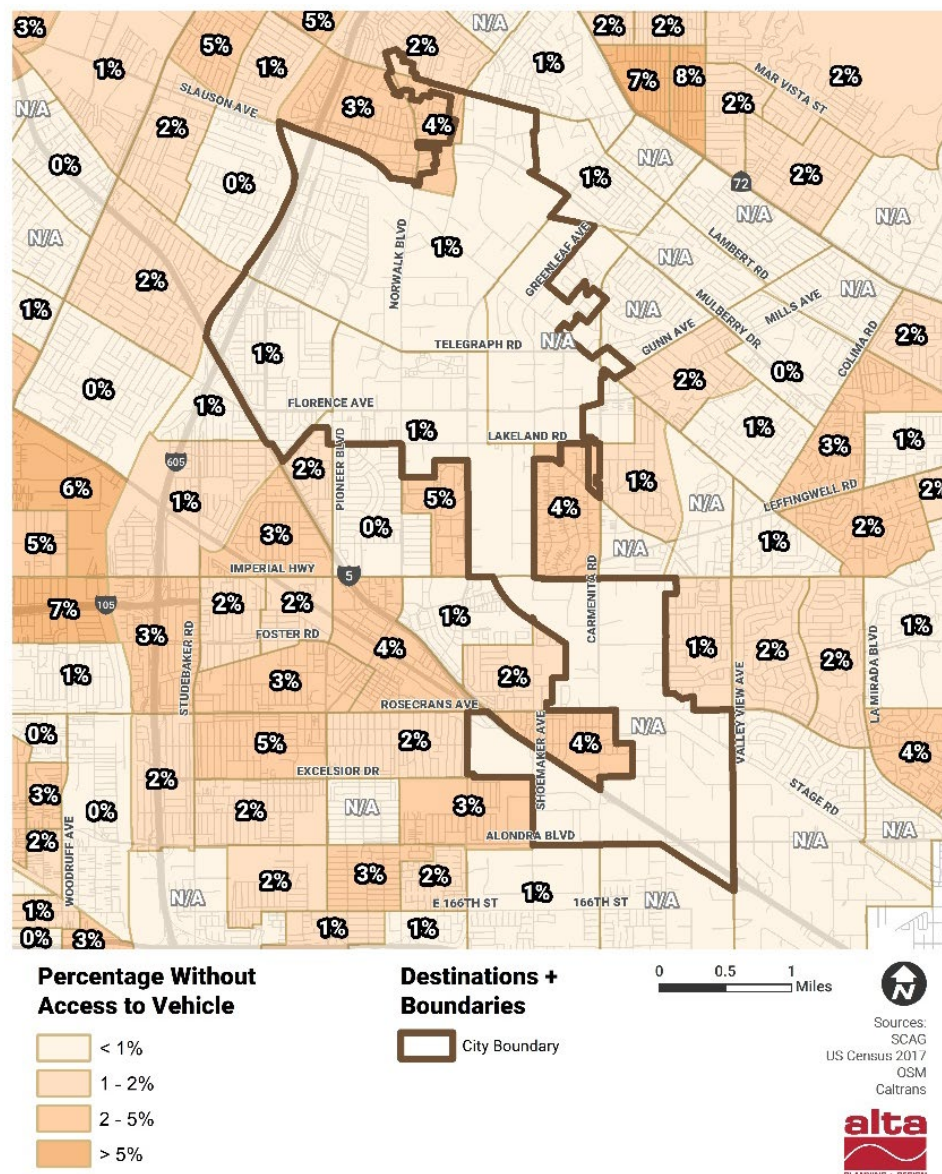
Figure 4. Percentage of Population that is Non-White



No Access to Vehicles

The ACS estimates that approximately 75 people over age 16 in Santa Fe Springs do not have access to a vehicle, or one percent. Similarly, the ACS estimates that one percent of people over age 16 do not have access to a vehicle in each of the census tracts with residential land uses.

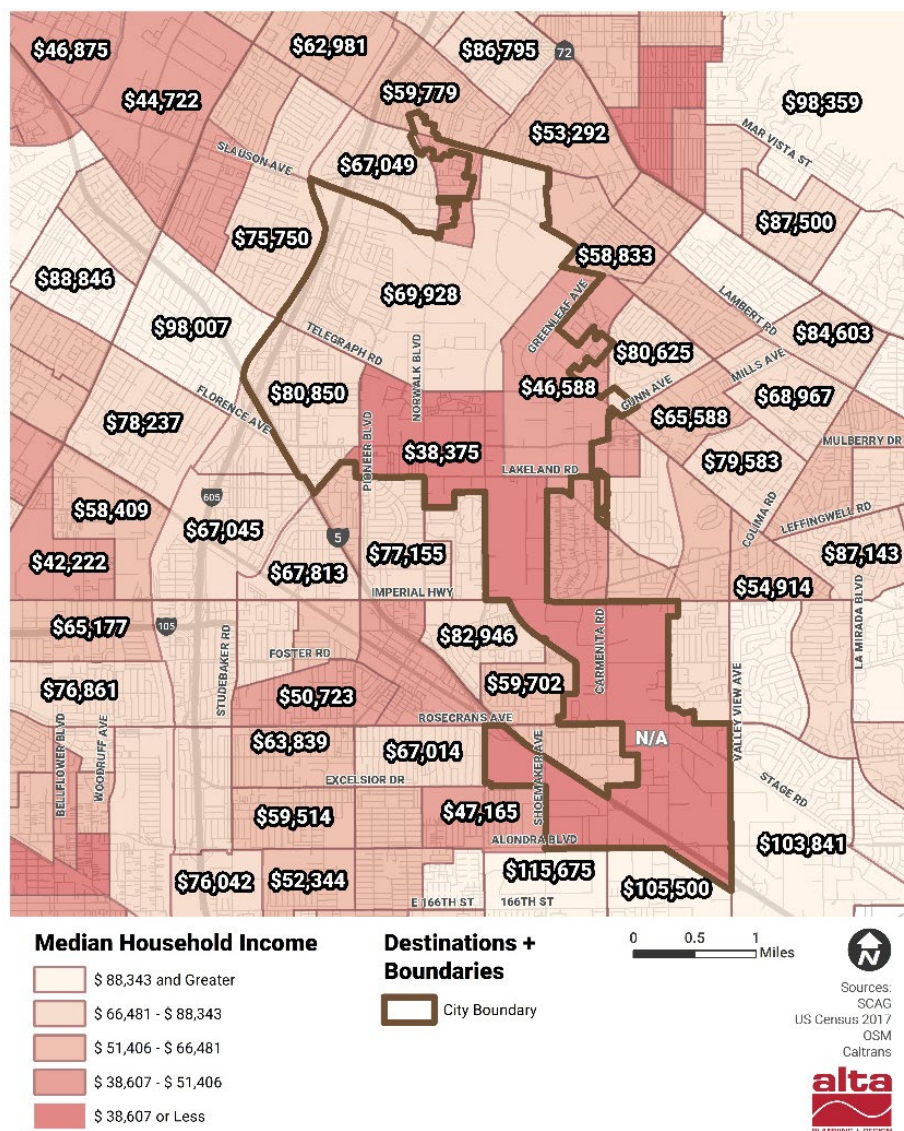
Figure 5. Percentage of Households without Access to an Automobile



Median Household Income

The overall median household income in Santa Fe Springs is \$63,540, which is slightly lower than the County's median household income of \$65,006. However, there is a great disparity in median household income across census tracts, with higher concentrations of wealth in the west—where there is better access to existing active transportation facilities—and lower concentrations of wealth in the east.

Figure 6. Median Household Income



CalEnviroScreen 3.0

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to help identify communities that are disproportionately burdened by multiple sources of pollution. It combines pollution data (such as ozone concentrations and drinking water contaminants) with population indicators (such as birth weight and educational attainment).

This is also a tool used in California's Active Transportation Program grant application scoring. Communities that score in the most burdened 25% of the state are considered to be disadvantaged and receive a small advantage in the competitive funding process. Areas in Santa Fe Springs that meet this threshold are indicated in Figure 7.

LAND USE & DESTINATIONS

An industrial community with significant truck traffic on arterial streets, land uses in Santa Fe Springs primarily consists of industrial uses (see Figure 8). Single-family residential zoning can be found in the western portions of the city along the San Gabriel River. Major public buildings such as City Hall, Santa Fe Springs City Library, and the Fire Station are located off of Telegraph Road. Our city has 8 public schools served by Little Lake City School District, Los Nietos School District, Whittier Union High School District, and South Whittier School District, plus three private schools.

Major shopping centers in the city include Santa Fe Springs and Gateway Plazas (at Telegraph Road/Carmenita Road), Santa Fe Springs Promenade on Telegraph Road, and Santa Fe Springs Marketplace on Norwalk Boulevard, which also serve as employment centers. Multiple historical landmarks are located in Santa Fe Springs, including the Clarke Estate on Pioneer Boulevard, Hathaway Ranch Museum on Florence Avenue, Heritage Park off of Norwalk Boulevard, and the Historical Railroad Exhibit. The city is also home to numerous parks including Lake Center Athletic Park and Little Lake Park.

Figure 7. CalEnviroScreen 3.0 Scores by Census Tract

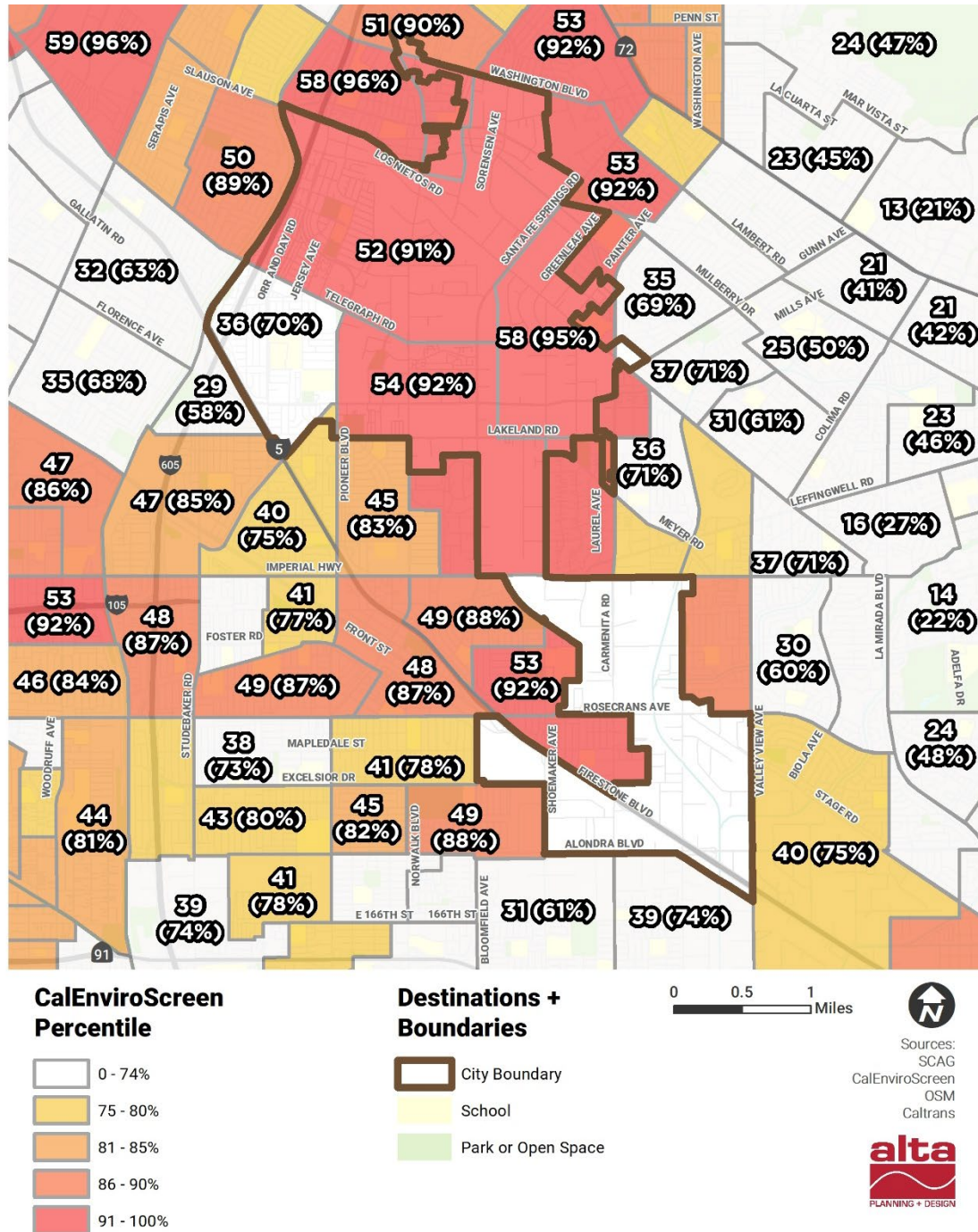
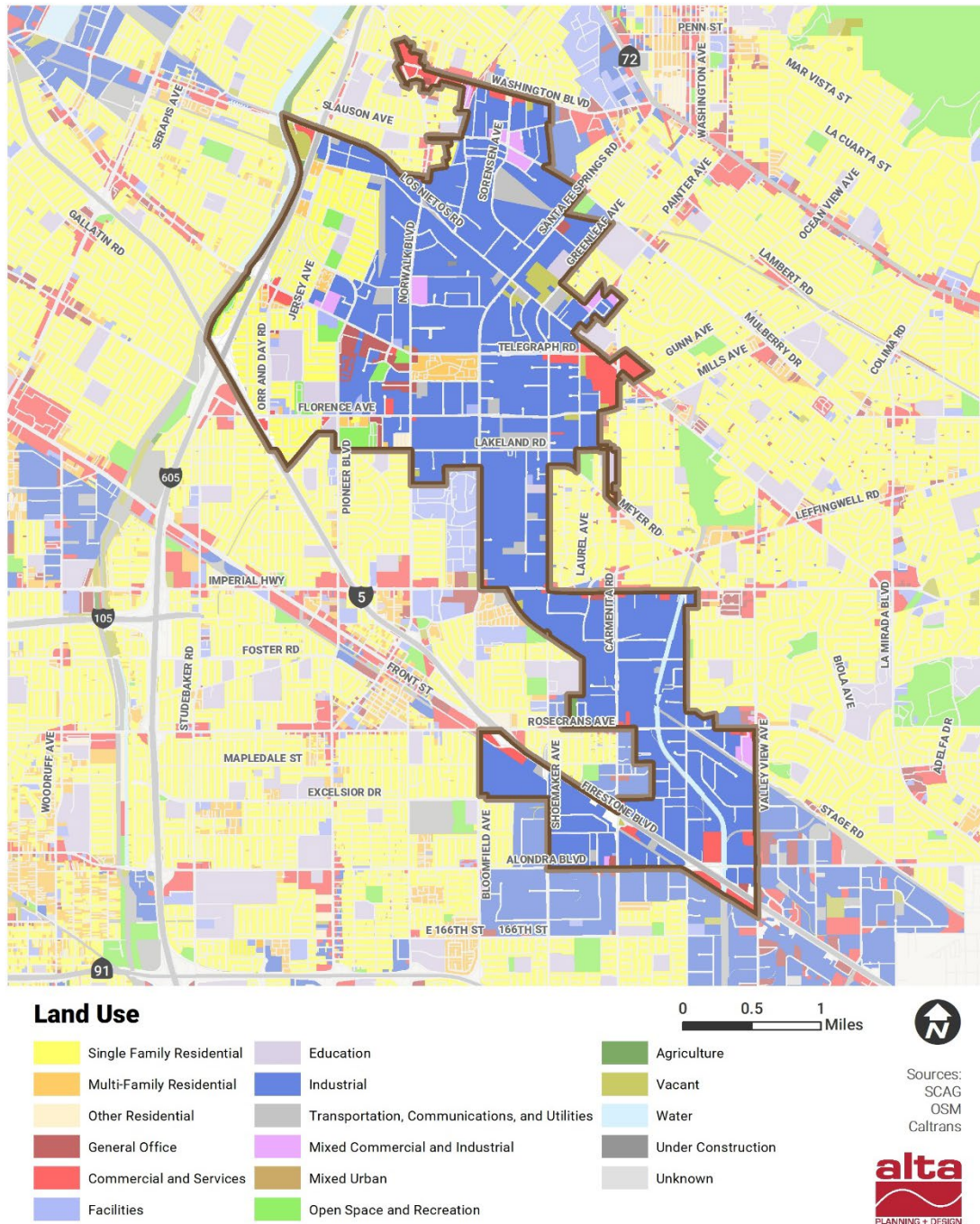


Figure 8. Land Use



Transit Access

Santa Fe Springs is served by several transit providers and routes that offer connections to local and regional destinations. Two agencies provide bus service within the city:

- **LA Metro:**
 1. Line 62: Connects Hawaiian Gardens with downtown Los Angeles
 2. Line 120: Connects Whittier to Los Angeles International Airport (LAX)
- **Norwalk Transit:**
 1. Route 1: Connects southwest Norwalk with Rio Hondo College
 2. Route 3: Connects Norwalk with West Whittier–Los Nietos
 3. Route 4: Connects Westridge Plaza with the Norwalk Green Line Station; serves the Norwalk / Santa Fe Springs Metrolink Station
 4. Route 5: Connects to the Norwalk Green Line Station via Rosecrans Avenue

Both LA Metro and Norwalk Transit buses are equipped to carry bicycles, with front racks on the front of their vehicles. A major transit hub for the city is the Norwalk/Santa Fe Springs Metrolink Station. Located on the border of Santa Fe Springs and the City of Norwalk on Imperial Highway between Bloomfield Ave. and Shoemaker Ave., the station connects to two Metrolink routes:

1. **91/Perris Valley Line:** Service between Los Angeles Union Station and Perris, CA
2. **Orange County Line:** Service between Los Angeles Union Station and Oceanside, CA



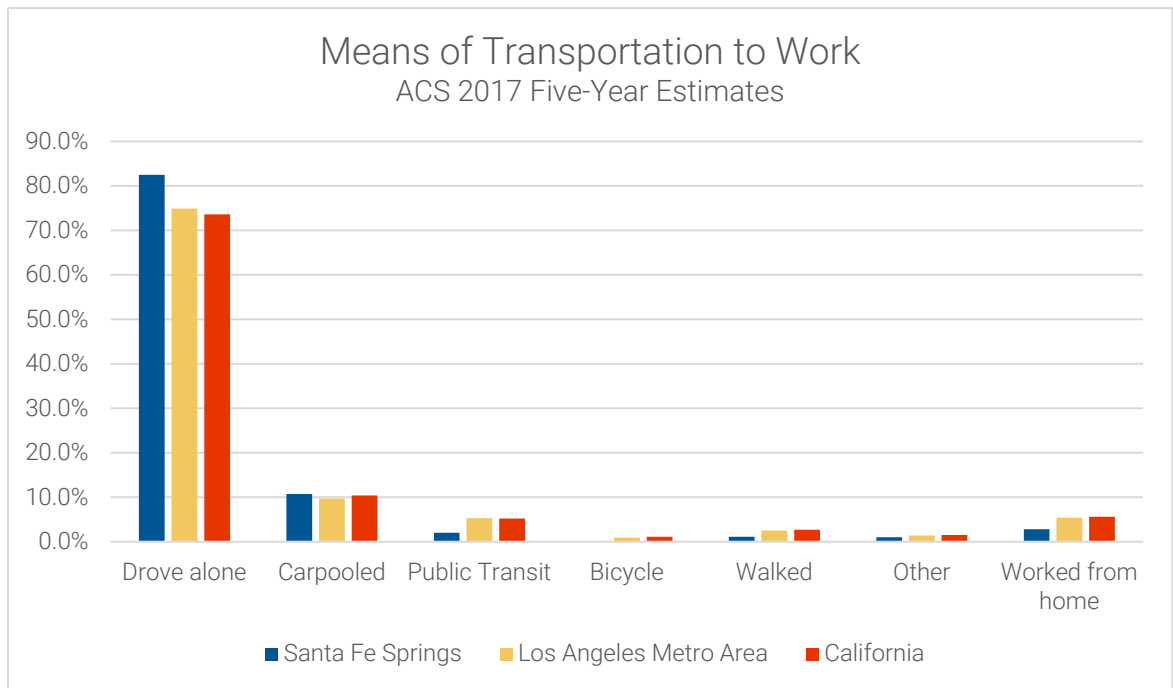
The Norwalk/Santa Fe Springs Metrolink Station serves as a transit hub, providing connections to regional buses and Metrolink's Perris Valley and Orange County Lines.

EXISTING TRAVEL PATTERNS

Mode Share

The ACS estimates that of the 7,907 Santa Fe Springs residents officially in the workforce, 88 people (1.1%) are estimated to walk to work, and that no residents bike to work (see Figure 9). However, ACS does not factor recreational trips, school travel, or trips where commuters use more than one mode when traveling to work, such as taking a bus partway then riding a bicycle to the final destination. For the workers in our community without access to a vehicle (estimated to be one percent of workers, or 75 people), transit, walking, bicycling, and carpooling are critical for getting to and from work.

Figure 9. Means of Transportation to Work



PLANS AND POLICIES

This Plan is consistent with and builds upon the efforts of various planning, policy, and regulatory documents including the City's General Plan and Zoning Regulations. Santa Fe Springs also intends to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of neighboring jurisdictions, Los Angeles County, and the State of California.

This Plan will help Santa Fe Springs continue to meet the following goals. See Appendix D for all of the relevant plans and policies.

Local

General Plan, Circulation Element

- **GOAL 6:** Support a system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use

Regional

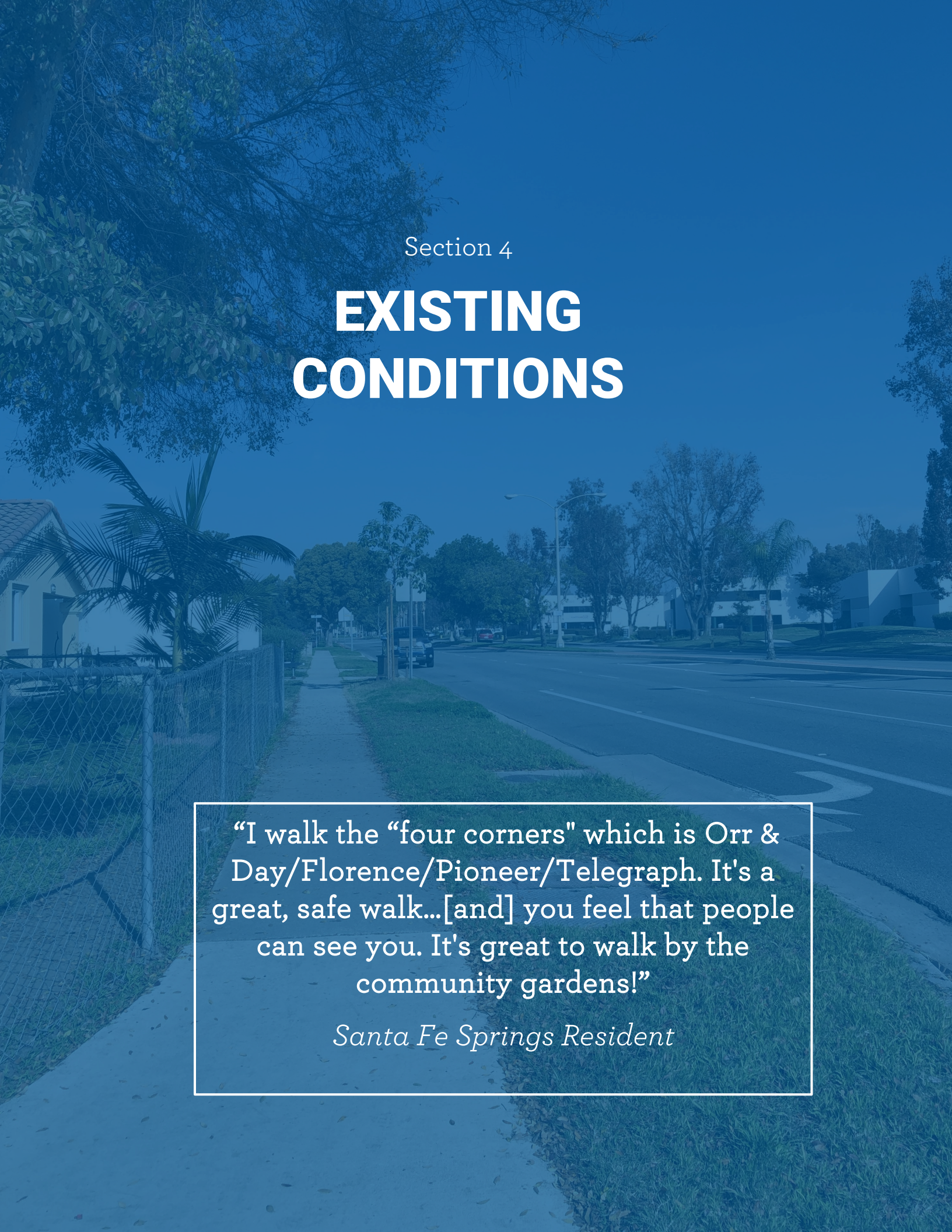
Gateway Cities Strategic Transportation Plan (2016)

- **Mobility** — Reduce congestion, improve travel choices, and reduce travel times
- **Accessibility** — Improve transit access, increase bicycle and pedestrian facility options, and provide improved access to disadvantaged communities
- **Sustainability** — Improve air quality and further reduce vehicle and greenhouse gas emissions through a variety of measures
- **Safety** — Address high-collision areas

State

Toward an Active California: State Bicycle and Pedestrian Plan

- Triple bicycling trips and double walking and transit trips statewide by 2020 (relative to 2010)



Section 4

EXISTING CONDITIONS

“I walk the “four corners” which is Orr & Day/Florence/Pioneer/Telegraph. It's a great, safe walk...[and] you feel that people can see you. It's great to walk by the community gardens!”

Santa Fe Springs Resident

4. Existing Conditions

ACTIVE TRANSPORTATION OVERVIEW

Types of Active Transportation

Any human-powered mobility classifies as “active transportation.” Beyond walking and biking, active transportation also encompasses people roller skating, skateboarding, using a scooter, using electric-powered devices, and using a wheelchair or other mobility device. In addition to people walking, “pedestrian” also refers to people using mobility devices or skateboards in California per the California Vehicle Code. Similarly, the increased prevalence of technology such as electric bicycles (“e-bikes”) and other motor-assisted vehicles has introduced a new element to “active transportation” considerations, fraught with potential and tensions. This Plan aims to advance e-powered devices in so that they support, and not compromise or inhibit, walking and biking.

Active transportation promotes positive public health, diminishes environmental impacts related to transportation, expands accessibility and mobility choices, and decreases the financial burden of getting around.

Types of Pedestrian and Bicycle Facilities

Pedestrian Facilities

There are many features that contribute to a convenient and comfortable walking environment. Significant investments and commitments to improvements have been made that continue to enhance the pedestrian experience in Santa Fe Springs.

SIDEWALKS

Sidewalks form the backbone of pedestrian transportation networks. Most streets in the northwestern part of Santa Fe Springs have sidewalks on at least one side. Some roads in Santa Fe Springs lack or have intermittent sidewalks,



Shade trees create pleasant walking conditions on this Santa Fe Springs sidewalk.



including Clarkman Street, Los Nietos Road, and parts of Pioneer Boulevard. Additionally, some streets in the industrial parts of Santa Fe Springs do not have sidewalks or pathways on one or both sides. There are also two existing walking paths located between Clarkman Street and Jersey Avenue, near Santa Fe High School and off of Joslin Street between Fallon and Alburtis Avenues.

Within the city limits, sidewalk maintenance is the responsibility of the Department of Public Works Maintenance Services Division. Sidewalks and pedestrian improvements are particularly important around schools. Arrival and dismissal periods can cause congestion as streets are blocked and sidewalks get clogged.

CROSSWALKS

Crosswalks are a legal extension of the sidewalk and provide guidance for pedestrians who are crossing roadways by defining their path of travel. Crosswalks are not required to be marked or striped, but marked crosswalks alert drivers of a pedestrian crossing point and increase yielding to pedestrians. Markings can be parallel lines or the “continental” high visibility pattern shown in the image to the right, which enhances visibility of the crossing and is becoming best practice. Crosswalks in school zones are required to be marked using yellow coloring. In Santa

Fe Springs, crosswalks exist at most major intersections including yellow markings in school zones. In recent years, the Department of Public Works has updated school crossings to be high-visibility. However, other crossings throughout the city could be updated for higher visibility, as identified in Chapter 6.



Continental crosswalks enhance the visibility of pedestrians in this intersection at Orr and Day Road and Joslin Street.

CURB RAMPS

Curb ramps are design elements that allow users of all abilities to make the transition from the street to the sidewalk. A sidewalk without a curb ramp can be a barrier to someone in a wheelchair or push a stroller, leading them to travel in the street instead of on the sidewalk and to use driveways for access to and from the sidewalk. Most sidewalks in Santa Fe Springs have curb ramps; however, most feature the “diagonal” approach as opposed to the recommended “perpendicular” approach of placing curb ramps in both directions of travel.



The City has installed truncated domes (pads with bumps) at many curb ramps throughout Santa Fe Springs.

PEDESTRIAN HYBRID BEACONS

Pedestrian hybrid beacons are used to indicate to motorists to yield to pedestrians at uncontrolled crosswalk locations. The beacon, when activated by a person wishing to cross, flashes yellow before displaying a solid red signal to motorists, requiring them to stop. Pedestrians are then shown a WALK signal, and may cross the road. When the WALK phase is complete, the beacon flashes yellow before returning to a dark inactive state. Operation of the beacon is illustrated in Figure 10. Rectangular Rapid Flashing Beacons or RRFBs increase visibility of uncontrolled or midblock crosswalks with bright LED lights activated by a pedestrian push button.

Santa Fe Springs has existing flashing beacons at Orr and Day Road/Whiteland Street and at Orr and Day/Joslin Street to assist children attending nearby schools cross the street more visibly.

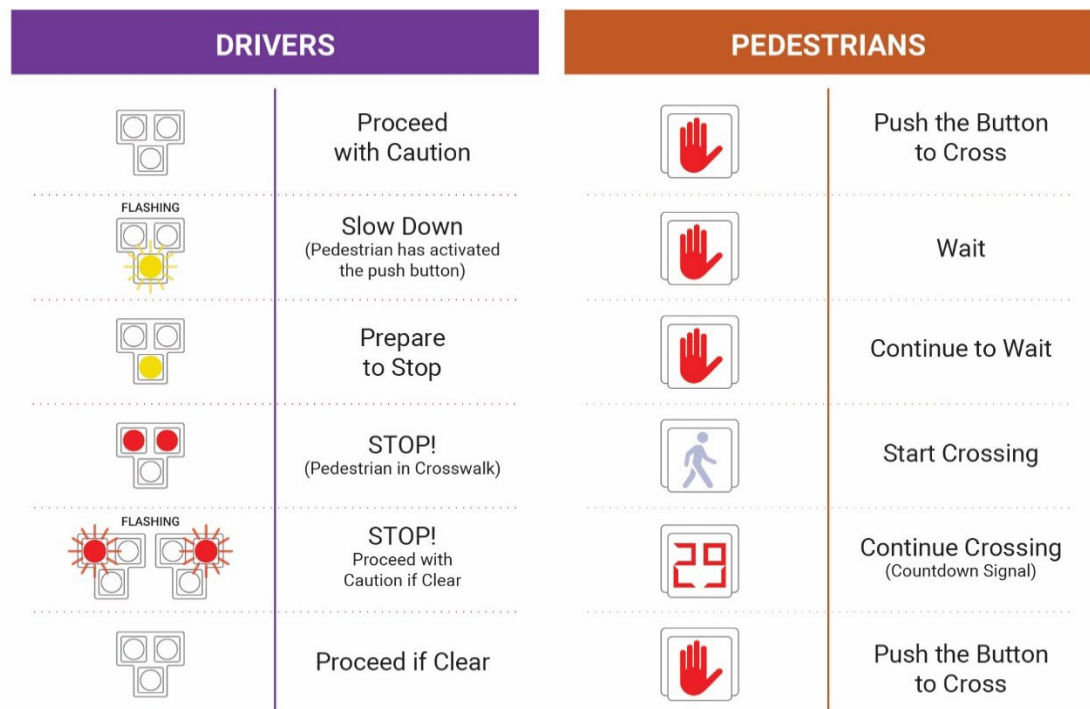


Figure 10. Operation of Pedestrian Hybrid Beacons



Bicycle Facilities

As of 2019, the California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Class I shared use paths, Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. The City's current bicycle network has approximately 24 miles of bikeways (see Figure 11).

Descriptions of each bikeway class are included in the following section, and bikeways that currently exist in Santa Fe Springs are mapped in Figure 12.

CLASS I SHARED USE PATHS

Class I shared use paths are paved trails completely separated from the street. They allow two-way travel by people bicycling and walking, and are often considered the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.

There are currently 9 miles of Class I shared use paths in Santa Fe Springs, the San Gabriel River Trail and the Coyote Creek Bikeway.

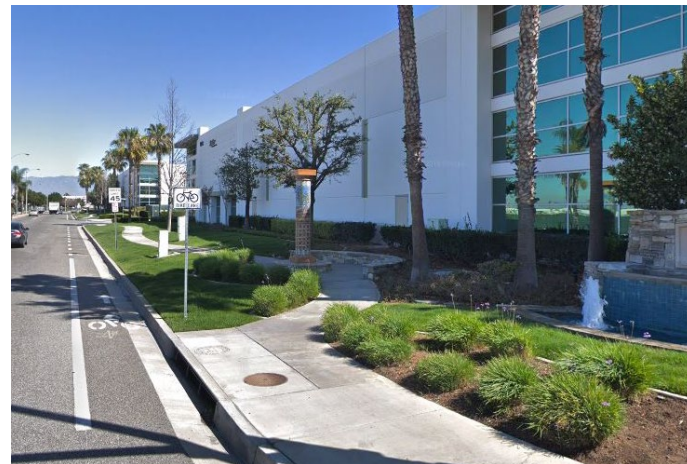


The San Gabriel River Trail is a Class I shared use path in Santa Fe Springs

CLASS II BICYCLE LANES

Class II bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars, where people may open doors into the bicycle lane.

There are currently 7 miles of Class II bicycle lanes in Santa Fe Springs, including along Pioneer Boulevard, Santa Fe Springs Road, and Los Nietos Road.



An existing Class II bike lane on Santa Fe Springs Road

CLASS III BICYCLE ROUTES

Class III bicycle routes are signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are only appropriate on quiet, low-speed streets with relatively low traffic volumes. Some Class III bicycle routes include shared lane markings or “sharrows” that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Others include more robust traffic calming features to promote bicyclist comfort and are known as “bicycle boulevards.”

Santa Fe Springs currently has 8 miles of Class III bicycle routes, including along Orr and Day Road and Florence Avenue.



Class III facilities provide bike routes on low-speed streets.



Bicycle Boulevards incorporate traffic calming measures such as diverters to maintain low vehicular volumes.

CLASS IV SEPARATED BIKEWAYS

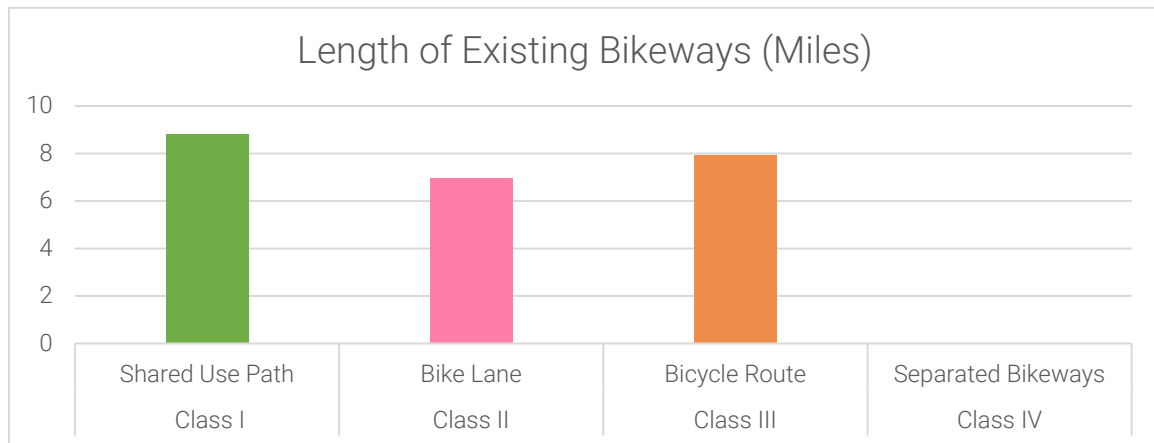
Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

No Class IV separated bikeways currently exist in Santa Fe Springs.



A Class IV bikeway buffers cyclists from traffic and door zones of parked cars.

Figure 11. Existing Bikeways by Class and Length



Previously Planned Facilities

While the city's existing bikeway network covers over 24 miles, previous planning efforts have offered visions for a larger and more connected network spanning more than 34 total miles. Facilities recommended previously (in efforts such as the Gateway Cities Strategic Transportation Plan and the Los Angeles County Bike Master Plan) are shown in Figure 13. This planning effort builds on those recommendations and will provide an updated vision of Santa Fe Springs' active transportation network.

Figure 12. Existing Bikeways

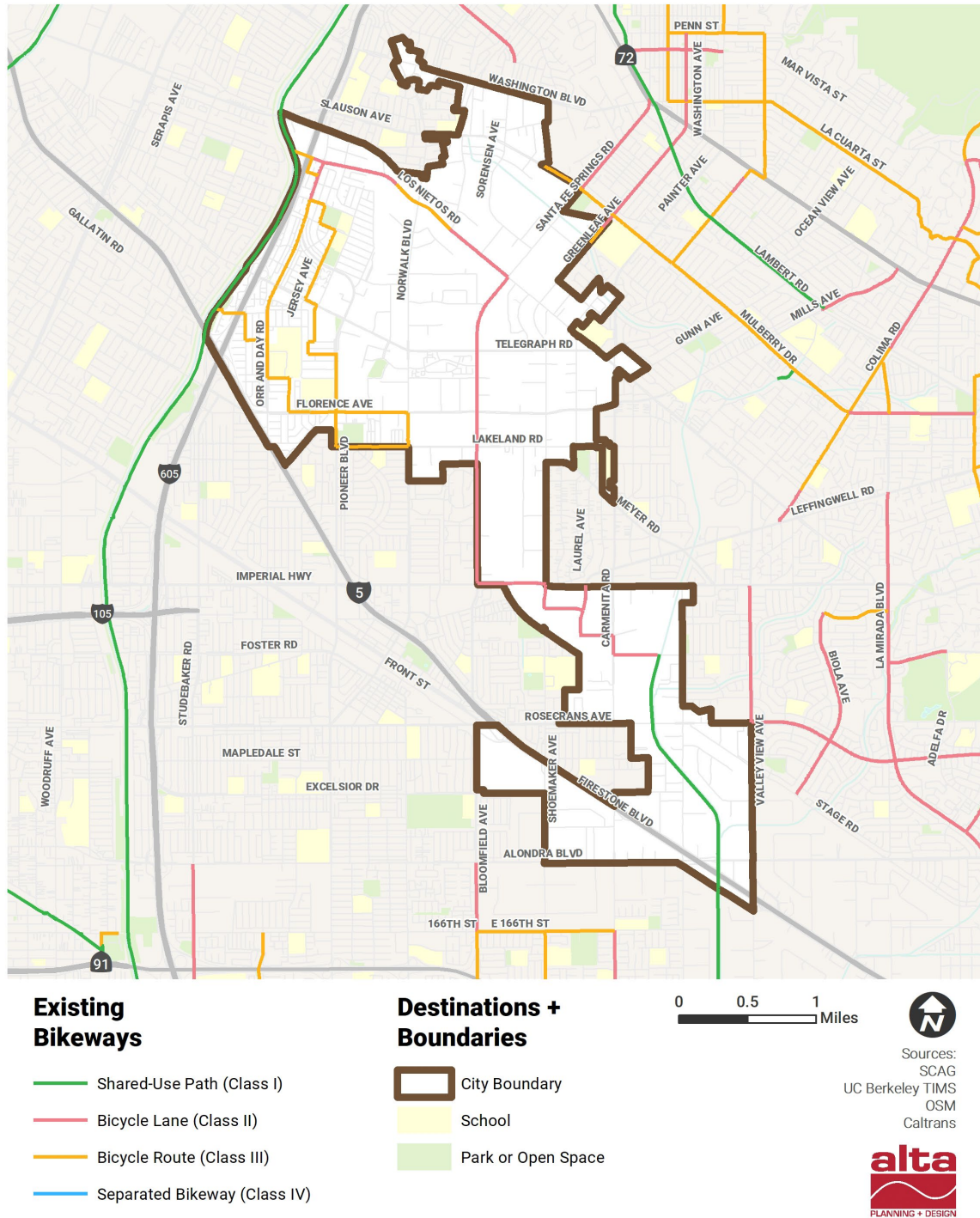
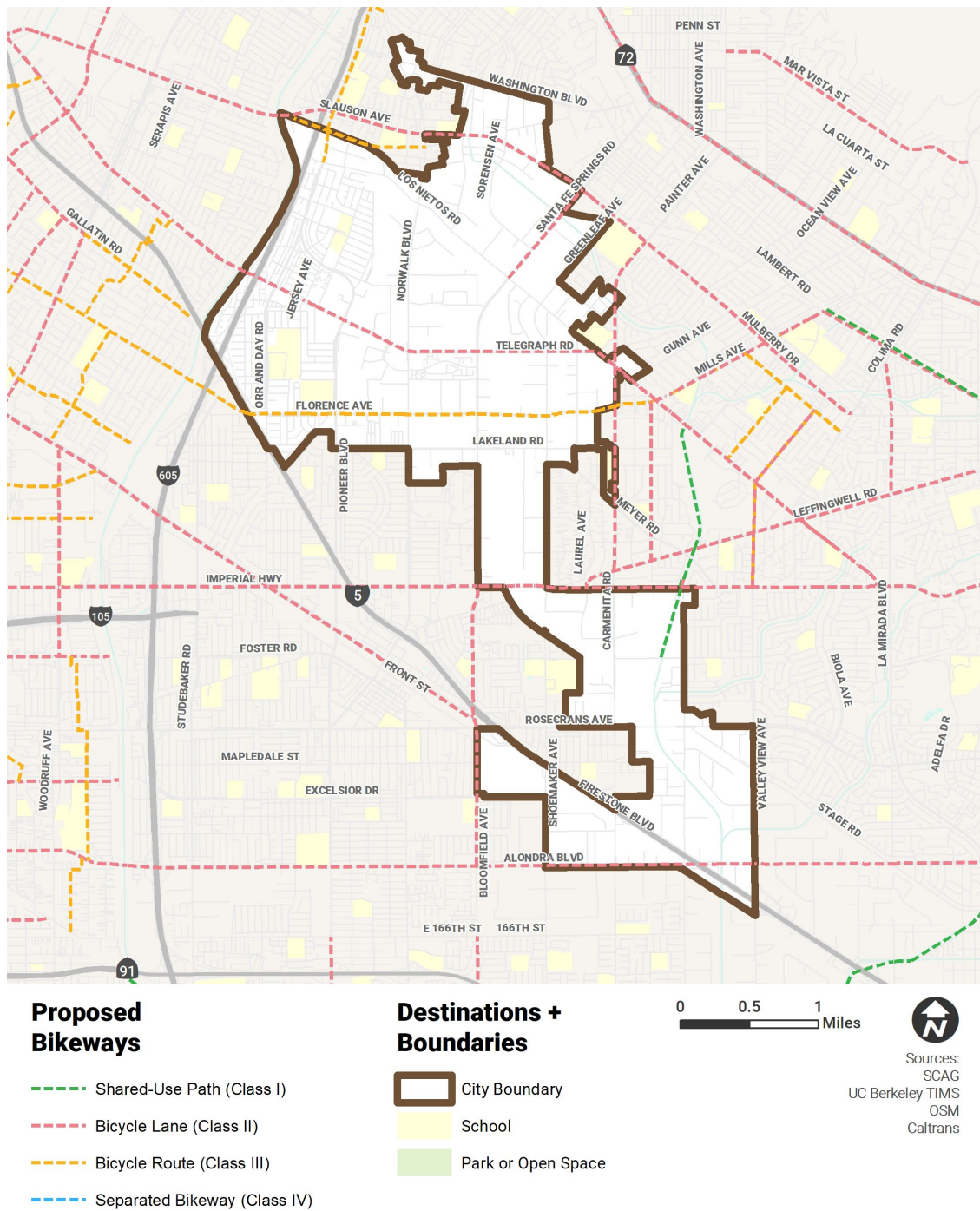


Figure 13. Previously Planned Bikeways



FRAMING ACTIVE TRANSPORTATION

For the Future

Mobility options in many cities have changed drastically in recent years with the rise of bike share programs, transportation network companies (TNCs) such as Lyft and Uber, microtransit, and autonomous vehicles. Shared mobility, micro-mobility, and on-demand mobility are likely to continue being part of our transportation landscape, and often align with our goals of reducing household transportation costs and improving access.



Scooters, bike share, and on-demand mobility services have greatly impacted the transportation experience.

Although called “bikeways,” such facilities are frequently used not just by people riding bikes, but also by other small-wheeled devices such as mobility scooters, skateboards, roller skates, and more. Further, bikeways may continue to be used by new modes such as e-scooters. California Vehicle Code also requires pedestrians use bike lanes if the sidewalk is unavailable.

The City aims to advance mobility options in the community, and considers the impact of non-traditional active transportation modes when considering new or improved infrastructure.

During a Pandemic

The COVID-19 pandemic has also greatly impacted transportation in our community, with fewer residents traveling away from home for work, and more residents opting to walk and bike within their neighborhood. As a result, the City has witnessed an increase in walking and biking in our community. To accommodate that increase, the City provided limited use of City parks for passive use (social distancing and face coverings required), a Virtual Recreation Center with ideas for outdoor recreation and links to free online exercise videos, and a Virtual Run/Walk Challenge during which participants tracked their family activity for a chance to win prizes.

This Plan amplifies the increased interest in walking and biking by continuing to encourage residents to do so, and by providing additional resources so that residents can safely exercise and travel on our streets.

EXISTING SUPPORT FACILITIES

Support facilities are also needed to attract and maintain bicyclists and pedestrians by considering their needs throughout their journey. People are less likely to ride their bicycles to destinations without secure bicycle parking. Other support facilities include showers or lockers at destinations, repair stations with basic tools, drinking fountains, benches, bus shelters, and wayfinding or guide signs to help people navigate along the way.

Bicycle Parking

A complete bicycle network must include secure bicycle parking at each end of every trip. Bicycle parking can generally be divided into two categories: short-term bicycle racks and long-term higher-security parking.

Short-Term Bicycle Parking

Bicycle racks are the preferred device for short-term bicycle parking. Racks serve people who leave their bicycles for a few hours at a time—typically for shopping, errands, eating, or recreation. Though they may have a variety of designs, racks should have two points of connection between the bicycle and rack, allowing the frame and at least one wheel to be secured with a standard U-lock.



Bike racks can be found near Civic Center, as picture above.



Best practices for bike parking allow for two points of contact between bikes and the rack.

Long-Term Bicycle Parking

Long-term bicycle parking typically includes bike lockers and bike rooms and serve people who intend to leave their bicycles for more than two hours at a time. Long-term parking is typically found at public transit stations, commercial buildings, and multi-family residential buildings.

Bicycle parking is existing at some key destinations in Santa Fe Springs, such as Civic Center, Santa Fe Springs Park, and the Norwalk/Santa Fe Springs Metrolink Station, but additional parking will be prioritized at other key locations throughout the city.



At the Norwalk/Santa Fe Springs Metrolink Station, bicycle riders can store their bicycles long-term in lockers.

Wayfinding

Wayfinding signs help people traveling along bicycle, pedestrian, and trail networks by providing directional and distance information to community destinations. In Santa Fe Springs, custom wayfinding signage exists along Orr and Day Road, directing people to destinations such as Santa Fe Springs Park, Lakeview Child Care Center, and the Town Center.



Santa Fe Springs-branded wayfinding helps orient visitors to key locations.



Wayfinding signage directed at people biking or walking should include decision, turn, and confirmation signage.

NON-INFRASTRUCTURE PROGRAMS

Programs help support walking and bicycling by sharing information, promoting comfort, and creating a vibrant active transportation culture. Communities that have the highest rates of walking and bicycling consistently use a “6Es” approach. In addition to **Engineering** improvements, the other five E’s are:

- **Engagement:** Listening to community members and working with existing community organizations
- **Education:** Providing safety education for people walking, riding bicycles, and driving, as well as education about the environmental and health benefits of active transportation and the facilities available in the community
- **Encouragement:** Promoting bicycling and walking as fun and efficient modes of transportation and recreation
- **Evaluation:** Monitoring the success of efforts through counts, surveys, and review of relevant data
- **Equity:** Increasing access and opportunity for all residents, including disadvantaged communities of color, and low-income populations



Education events help people feel more confident biking and walking.

The City and its partners have been carrying out the following programs in recent years to support bicycling and walking:

Walk to School Day

The City encourages students and parents at our schools to participate in Walk to School Day each October. The event brings school communities together to celebrate the fun and healthy benefits of walking, and spotlight the importance of traffic safety. Students, parents, school staff and

administration, and valued community members join in a morning walk that offers fun physical activity. The community's presence on the streets reminds us to help create calm, safe routes to school for students that walk and bicycle. Students who travel safely to school are more likely to arrive at school ready to learn.

Walking Clubs

The Department of Community Services hosts a walking club that meets at Heritage

Park every Tuesday and Thursday morning for a walk of approximately 45 minutes. By participating in the walking club, our residents are able to get some exercise, meet their neighbors, and appreciate the public artwork in Santa Fe Springs.

Annual Fun Run/Walk

The Department of Community Services also hosts an annual Fun Run/Walk in spring each year. Open to the entire family, this themed event invites residents to enjoy a five-kilometer route starting at the Town Center Plaza.



Walk to School Day encourages Santa Fe Springs students to get out of cars when commuting to school

USER EXPERIENCE & PERCEIVED COMFORT

The experience of being a pedestrian or riding a bike can greatly differ throughout any community. Roads with higher speeds, less separation between traffic and people, lack of adequate facilities, and other factors can create unpleasant experiences.

Increase Comfort, Increase Bicycling

Research indicates that the majority of people in the United States (56-73%) would bicycle if dedicated bicycle facilities were provided. Only a small percentage of Americans (1-3%) are willing to ride if no facilities are provided.²² However, many of our community members who rely on biking for transportation do not always have the luxury of choosing a route based on comfort. This Plan provides a comprehensive network of comfortable bikeways that help entice new riders, and enhance the experience and safety for existing riders.



Not all community members are able to choose their bicycling routes based on comfort, but instead ride on high-stress arterials that currently lack bikeways in order to reach their destinations—because no other convenient route exists.

²² Roger Geller, City of Portland Bureau of Transportation. *Four Types of Cyclists*. <https://www.portlandoregon.gov/transportation/44597?a=237507>; Dill, J., McNeil, N. *Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential*. 2012.

Bicycle Level of Traffic Stress

For people on bikes, the Level of Traffic Stress (LTS) is the perceived sense of discomfort associated with riding in or next to fast vehicle traffic. Studies have shown that traffic stress is one of the greatest deterrents to bicycling. **The less stressful—and therefore more comfortable—a bicycle facility is, the wider its appeal to a broader segment of the population.** A bicycle network will attract a large portion of the population if it is designed to reduce stress associated with potential motor vehicle conflicts and if it connects people bicycling with where they want to go.

Bikeways are considered low stress if they are on low volume roadways with slow speeds (e.g., a shared, low-traffic neighborhood street) or if greater degrees of physical separation are placed between the bikeway and traffic lane on roadways with higher traffic volumes and speeds (e.g., a separated bikeway on a major street).

The LTS is a rating given to a road segment or crossing that indicates the amount of traffic stress a particular facility imposes on bicyclists. The analysis, based on methods developed by the Mineta Transportation Institute, considers posted speed, number of travel lanes, presence of bicycle facility and land use context to calculate a bicyclist's comfort level.

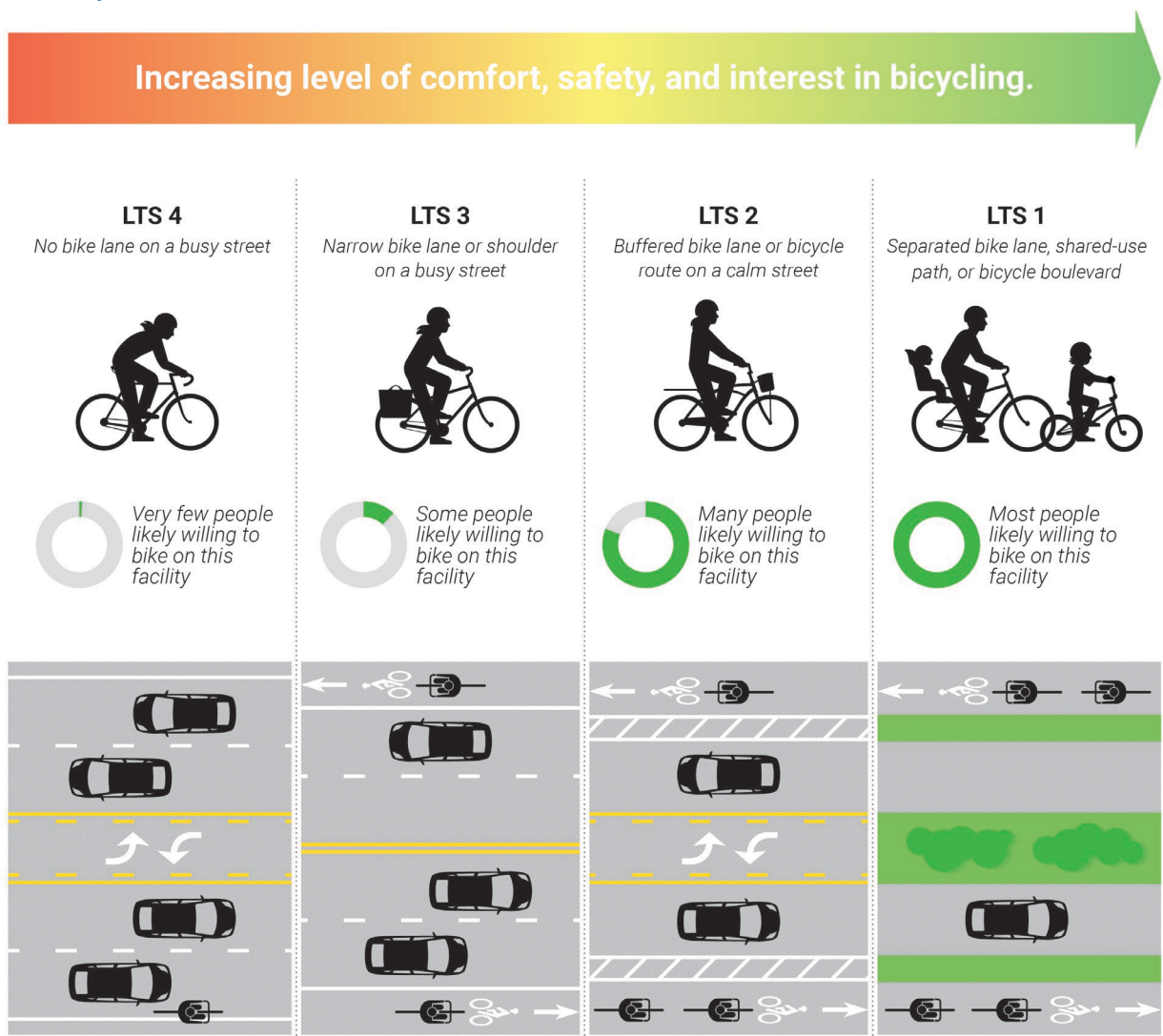
The combination of these criteria creates four levels of traffic stress for the existing roadway network. However, this Plan introduced a fifth level (LTS 1.5) to differentiate between streets without specific bike improvements which nevertheless remain low-speed and low-stress for most people on bikes, versus streets with specific improvements and facilities to create a low-stress experience for riders (LTS 1). The principal of the scale remains the same: the lower the number, the lower the stress and the higher the level of comfort for people on bicycles. LTS 1, 1.5, and 2 roads are typically the roadways that appeal to the "Interested, but Concerned" cyclists. For this analysis, levels of traffic stress range from 1 to 4:

- **LTS 1 – Most Comfortable:** Strong separation from traffic and improvements for people on bikes. Simple crossings. Suitable for children.
- ***LTS 1.5:** Streets with low speeds and low traffic volumes, but does not feature a bicycle facility.
- **LTS 2:** Physical separation from higher speed and multilane traffic. A level of traffic stress that most adults can tolerate, particularly those sometimes classified as "interested but concerned."
- **LTS 3:** Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic. A level of traffic stress acceptable to those classified as "enthused and confident."

- **LTS 4 – Least Comfortable:** Involves interaction with higher speed traffic or close proximity to high speed traffic. A level of stress acceptable only to those classified as “strong and fearless.”

**Note: LTS 1.5 was introduced for this analysis and is not found within the Mineta Transportation Institute’s approach.*

Figure 14. Bicycle Level of Traffic Stress



Findings

The level of traffic stress scores shown in Figure 14 illustrate the low stress connections and gaps throughout Santa Fe Springs. The Bicycle LTS results map approximates the user experience for the majority of our residents. However, people may have differing opinions of traffic stress depending on their own experiences. While a majority of Santa Fe Springs' entire network scored a Level 1, 1.5, or 2 (80% total; see Figure 15), these facilities are minor local roads or off-street paths typically surrounded by higher-stress arterials (such as Telegraph Road, Norwalk Boulevard, and Florence Avenue) where most average adults would not feel comfortable riding. As a result, the majority of residents may not feel comfortable bicycling outside their immediate neighborhood. This means that getting from residential areas to major destinations may not be possible given most people's tolerance for mixing with traffic—even on streets that have bicycle lanes.

Figure 15. Bicycle Level of Traffic Stress Percentage of City Streets

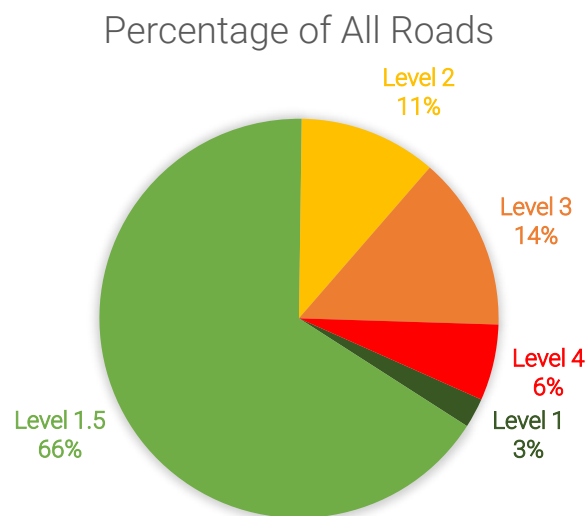
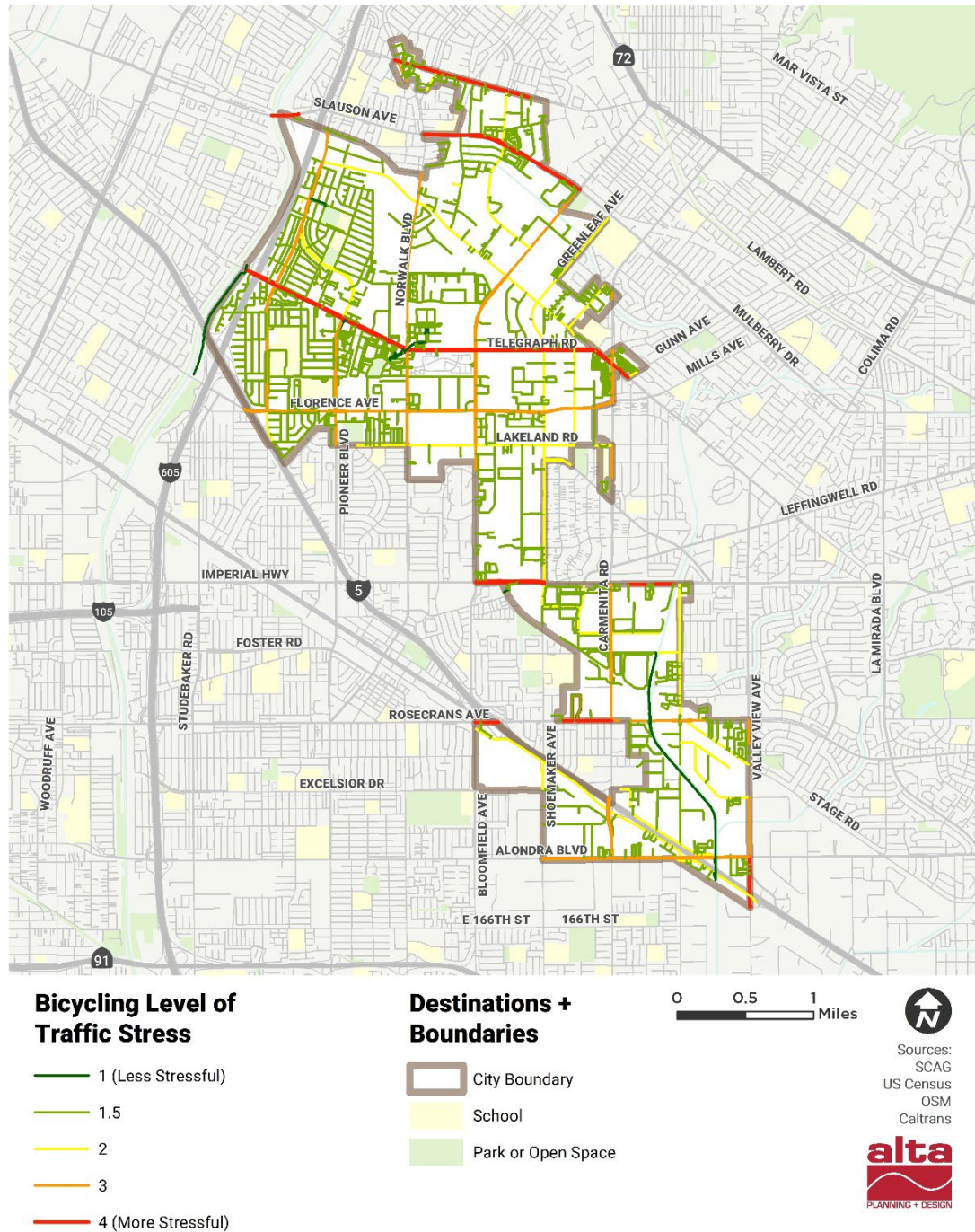


Figure 16. Bicycle Level of Traffic Stress on All Roads



EXISTING BARRIERS

Most streets in Santa Fe Springs are relatively narrow, two-lane roads that are ideal for biking. However, high-volume arterials and freeways (such as Telegraph Road, Pioneer Boulevard, and Florence Avenue) that intersect these streets often act as barriers to walking and biking by presenting difficult conditions for crossings and through-movements, and for the overall experience of walking and biking. The larger roadways also produce much greater amounts of air pollution than low-volume, local streets. Increased exposure to air pollutants due to proximity to freeways has been tied to higher rates of childhood asthma and other diseases.²³

Along Pioneer Boulevard, for example, there are multiple intersections without pedestrian countdown signals, high-visibility crosswalk markings, ADA compliant curb ramps, and other features. These barriers also exist on other major corridors in the city and could keep our residents from walking in the city. Additionally, though some dedicated bike lanes exist in Santa Fe Springs, the existing network has barriers that likely keep people from biking more often. For example, the bicycle lanes along Bloomfield Avenue and Pioneer Boulevard are not continuous and these gaps may prevent people from comfortably or safely reaching their destinations. Additionally, along major corridors like Pioneer Boulevard, there are high vehicular and truck traffic volumes that could prevent people from bicycling. This Plan acknowledges the complex environmental, public health, and quality of life issues related to active transportation on large roadways and works to improve conditions for all of our residents.



Large arterials such as Pioneer Boulevard often lack shade and other amenities that help create comfortable pedestrian conditions

²³ Gauderman et al. *Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide*. 2005.

COLLISION ANALYSIS

Data on bicycle- and pedestrian-related collisions can provide insight into locations or roadway features that tend to have higher collision rates, as well as behaviors and other factors that contribute to collisions. These insights will inform the recommendations in this Plan to address challenges facing people bicycling and walking.

Collision data involving people walking and bicycling was acquired from the Transportation Injury Mapping System (TIMS), which geocodes collision data uploaded by the California Highway Patrol and local law enforcement agencies to the Statewide Integrated Traffic Records System (SWITRS). Five years of data were evaluated, from January 1, 2014 through December 31, 2018.

A total of 2,030 collisions were reported in Santa Fe Springs during the study period, 2.4% of which involved people walking and 3.5% of which involved people bicycling. With less than 2% of residents estimated to be walking or biking to work, pedestrians and bicyclists are disproportionately represented in traffic collisions in our community.

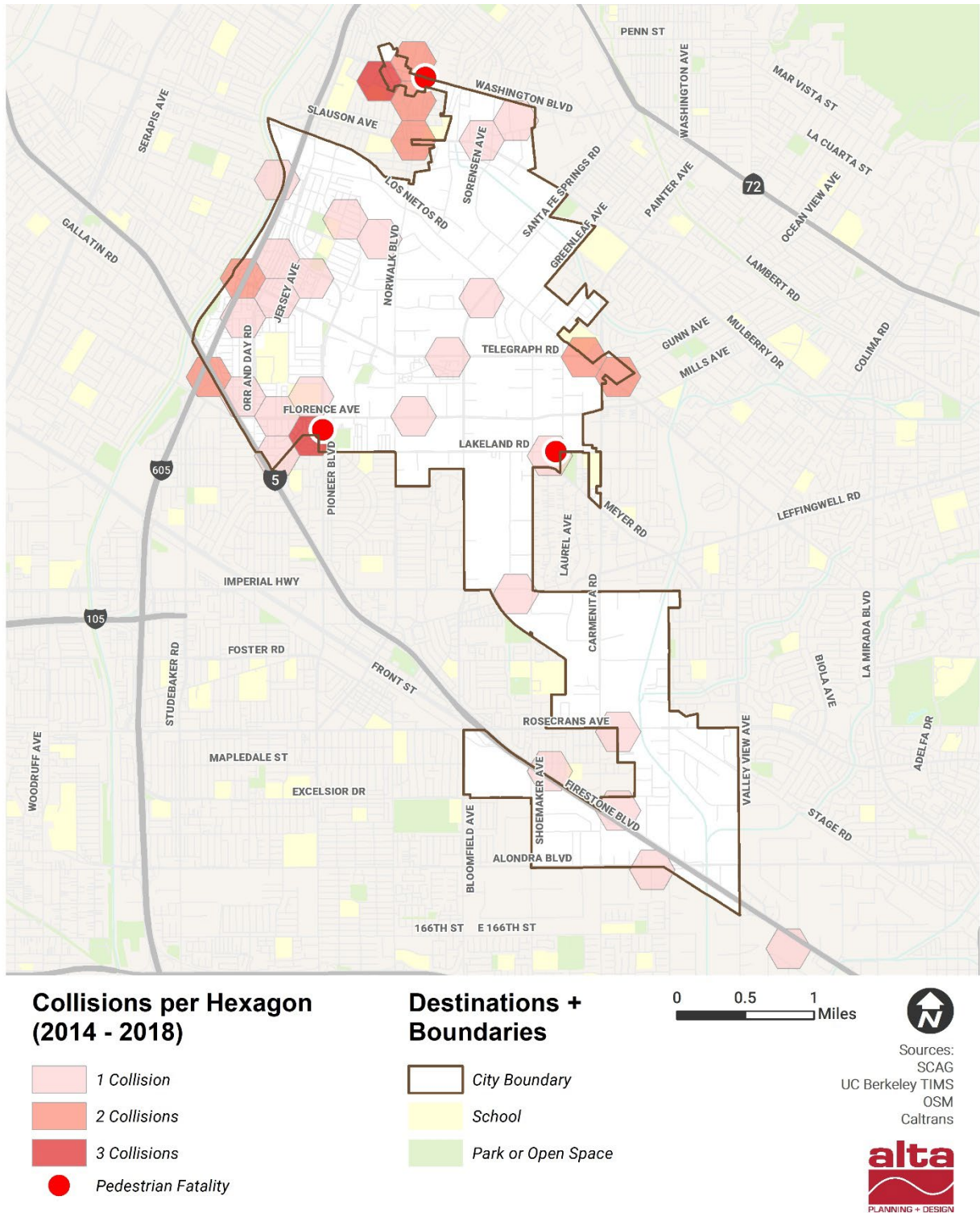
Pedestrian-Involved Collisions

During the study period, 49 collisions in Santa Fe Springs involved a person walking (see Figure 17). Three of these were fatal collisions, representing 6.1% of all pedestrian-involved collisions. Another nine collisions resulted in serious injury, representing 18.4% of all pedestrian-involved collisions. Many pedestrian collisions are concentrated in the northern half of the city, particularly around Florence Avenue and Pioneer Boulevard; around Telegraph Road and Jersey Avenue; Telegraph Road and Carmenita Road; and the intersection of Norwalk and Washington Boulevards.

The most common violations cited as the primary collision factor were pedestrian violations, at which the pedestrian was held at fault (21 collisions; 43% total); and drivers failing to yield to pedestrians in the right of way (15 collisions; 31% total). While just over half of all pedestrian-involved collisions occurred during daylight hours, 18 collisions (37%) occurred at night. Overall, 58% of victims were male. The most common victims of pedestrian collisions were the following ages:

- **14 or younger:** 7 victims (12%)
- **25 – 29 years:** 6 victims (10%)
- **60 – 64 years:** 8 victims (14%)

Figure 17. Pedestrian-Involved Collisions



Bicycle-Involved Collisions

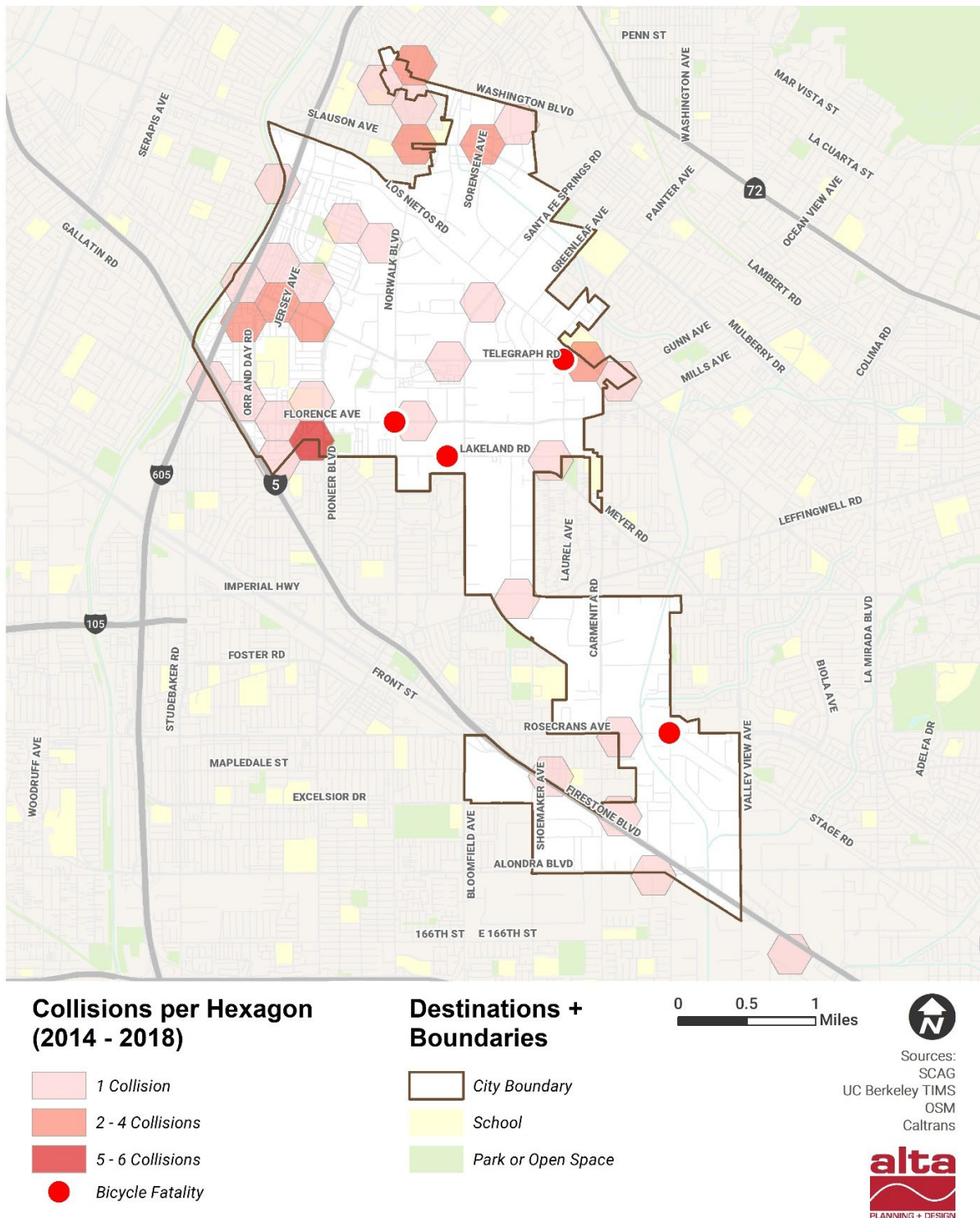
During the study period, 71 collisions in Santa Fe Springs involved a person riding a bicycle, as shown in Figure 18. Four of these were fatal collisions, representing 5.6% of all bicyclist-involved collisions. Another eight collisions resulted in a serious injury, representing 11.3% of all bicyclist-involved collisions. High-collision intersections for bicyclists generally overlap with findings from the pedestrian-involved collisions.

Around 60% (45 total) of bicycle-involved collisions occurred during daylight hours, and most occurred on a weekday, similar to pedestrian-involved collisions. However, unlike pedestrian-involved collisions, significantly more victims were male: 59 out of 71 (83%). In general, victims of bicycle-involved collisions tended to be younger. The most common age groups among victims were:

- **15 – 19 years:** 11 victims (15%)
- **20 – 24 years:** 8 victims (11%)
- **25 – 29 years:** 8 victims (11%)
- **45 – 49 years:** 8 victims (11%)

One third of collisions (23 total) were attributed to traveling on the wrong side of the road, the most common violation cited. Such behaviors can be reduced by adding bicycle lanes or paths that give bicyclists safer options.

Figure 18. Bicycle Involved Collisions



NEEDS ASSESSMENT

To further understand existing conditions in Santa Fe Springs, the project team conducted an assessment of health and community conditions related to active transportation using a customized score of the California Healthy Places Index²⁴ (HPI). The HPI, which pools data from 2006 to 2016 depending on the variable and data source, aggregates a collection of community characteristics that predict life expectancy and allow users to see how public health intersects with transportation, climate, and more. Characteristics included in the HPI score consist of social equity, healthcare access, economic, educational, housing, transportation, and environmental factors such as air and water pollutants.

The HPI then generates a composite score based on 25 weighted variables and additional support layers which can be used to compare the relative health impacts of living in different locations throughout California, and later, inform and drive policy decisions. It also offers subcategories and customizable scores that can be adjusted for targeted analyses. The tool allows for analysis at various

geographic levels, including census tracts, zip codes, census-designated places, cities, counties, and more.

Santa Fe Springs experiences healthier community conditions than 35% of other California cities.

Overall, the HPI suggests that Santa Fe Springs has healthier community conditions than 35% of other California cities, or worse than 65% of other cities. To better understand conditions related to active transportation, we assessed 26 of the 84 indicators (including decision support layers) impacted by active transportation to create a custom score for our city. This custom score suggests that Santa Fe Springs experiences healthier community conditions related to active

transportation than 49.3% of other cities in California—or worse conditions than half of California cities. However, our city's performance differs for each variable, which are detailed in the following sections on health and built environment.

²⁴ <https://map.healthyplacesindex.org/>

Variables were assessed by level of concern for this planning effort. Variables in which Santa Fe Springs experiences poorer conditions than 61% or more of other cities in California were given high priority; medium priority was given to variables in which our community experiences worse conditions than 40% to 60% of other cities; and low priority was given to variables in which Santa Fe Springs experiences poorer conditions than 39% or less of comparison cities. Table 1 illustrates the number of health variables that are high, medium, or low priority consideration during this planning effort. Nine of the 26 health related variables in Santa Fe Springs classify as high priority (35%). Ten variables (38%) classify as medium priority and seven variables (27%) classify as low priority. Table 2 lists the specific high priority variables.

Table 1. Number of Health Variables of Low, Medium, and High Priority

Category	Low	Medium	High
Physical Activity	2	5	5
Safety	1	0	0
Environment	1	1	3
Health Equity	3	4	1
Total Count	7	10	9
Total Percent	27%	38%	35%

Table 2. High Priority Health Variables

Category	Variables in which Santa Fe Springs experiences worse conditions than 61% or more of California cities
Physical Activity	1. <u>Active Commuting</u>: Low % of workers who walk, bike, or take transit to work 2. <u>Physical Health Not Good</u>: Higher prevalence of poor physical health 3. <u>Diagnosed Diabetes</u>: Higher prevalence of diagnosed diabetes 4. <u>No Leisure Time Physical Activity</u>: High % of people who do not exercise or participate in physical activities (outside of their regular job) 5. <u>Heart Attack ER Admissions</u>: High rate of emergency department visits for AMI 10,000

Category	Variables in which Santa Fe Springs experiences worse conditions than 61% or more of California cities
Environment	1. <u>Clean Air - Diesel PM</u>: High exposure to diesel PM emissions in summer 2. <u>Clean Air - PM 2.5</u>: High concentration of PM 2.5 (very small particles from vehicle tailpipes, tires and brakes, powerplants, factories, burning wood, construction dust, and many other sources) 3. <u>Asthma ER Admissions</u>: High rate of emergency department visits for asthma
Health Equity	1. <u>Tree Canopy</u>: Low % of land with tree canopy (weighted by number of people per acre)

Health Assessment

Active transportation is an important element in efforts to improve community health. It has direct and indirect implications on human and environmental health outcomes. The major health benefits of active transportation relate to physical activity, traffic safety, health equity, and environmental conditions (air quality and noise).

Physical Activity

In Santa Fe Springs, 25% of people did not participate in physical activities or exercise, other than for their regular job—a rate lower than 34% of other California cities. In other words, the number of people in Santa Fe Springs who do not participate in physical activity or exercise is higher than most cities (65.56%). Only 3% of workers (16 years and older) in our city commute to work by transit, walking, or cycling; 64% of other California cities have higher rates of active commuting. Increasing the percentage of active commuters in Santa Fe Springs may help to increase health-enhancing physical activity, especially for those who do not meet the recommended amount via leisure-time activities and exercise.

Health Conditions

Physical activity, whether through leisure time activities, exercise, or active commuting, helps to combat many chronic health conditions. In Santa Fe Springs, 14% of adults reported 14 or more days during the past 30 days during which their physical health was not good, which is lower than 65% of other California cities, indicating that physical health is a high priority. Furthermore, 12% of adults reported 14

or more days during the past 30 days during which mental health was not good. This is higher than 59% of other California cities, indicating that mental health is a medium priority.

When considering body mass index, 26% of adults in our community have a score greater than or equal to 30.0 kg/m² – a rate that is higher than 57% of other California cities – making obesity a medium priority for this planning effort. **There were 11.41 per 10,000 emergency department visits for heart attacks, a rate that exceeds 81% of cities in California.** In addition, 26% of adults have high blood pressure; 5% of adults have angina or coronary heart disease; 11% of adults have diabetes (other than during pregnancy); and 5% of adults have cancer (except skin cancer). Of these four, diabetes is the only variable for which Santa Fe Springs performs worse than more than 61% of other California cities, making it of high concern.

While Santa Fe Springs experiences a much lower rate of people with current diagnoses of asthma (8%), it experiences a high rate of emergency department visits for asthma (55.05 per 10,000). This rate surpasses 67% of other cities in the state, making emergency department visits for asthma a high concern during this effort.

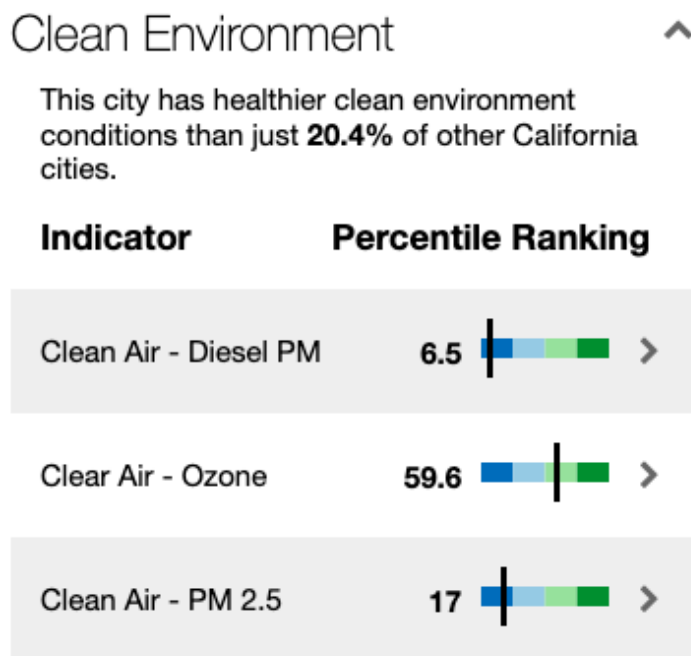
Safety

The five-year annual average rate of severe and fatal pedestrian injuries in Santa Fe Springs per 100,000 people is 9.15, which is a higher average rate of severe and fatal injuries than only 18% of other California cities. To see more details regarding where pedestrian- and bicycle-involved collisions have occurred in the city, refer to the Collision Analysis starting on page 75.

Environment

Replacing motor vehicle trips with active transportation modes can reduce the vehicle emissions that contribute to poor air quality conditions, and decrease people's exposure to harmful pollutants. **With low rates of active commuting and high rates of vehicle ownership, it is not surprising that Santa Fe Springs has healthier environmental conditions than just 20.4% of other California cities (see Figure 19).**

Figure 19. Clean Environment Conditions Santa Fe Springs Compared to Other Cities in California



In fact, the yearly average of fine particulate matter concentration (very small particles from vehicle tailpipes, tires and brakes, powerplants, factories, burning wood, construction dust, and many other sources) is 12.04 µg/m³, which is a higher yearly average than 83% of other California cities. Furthermore, the average daily amount of particulate pollution (very small particles) from diesel sources (for July) is 23.63 kg/day, which exceeds 93% of other California cities. The average of daily maximum

eight-hour ozone concentration during the summer months (May to October) over three years (2012 to 2014) is 0.05 ppm, which is a lower average than 60% of other California cities.

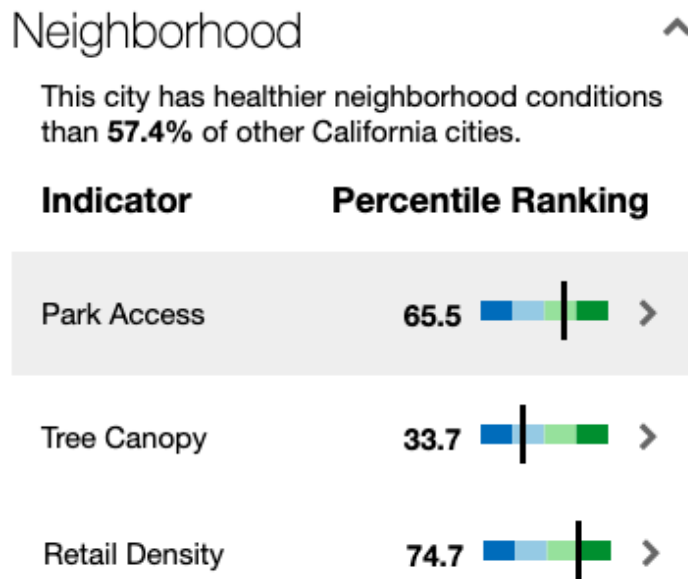
Built Environment Assessment

Changing the built environment can increase opportunities for more active modes of transportation, and therefore physical activity, while also reducing greenhouse gas emissions. Both physical activity and improved air quality reduce one's risk for chronic health conditions and increase life expectancy.

Compared to other cities in California, Santa Fe Springs experiences high levels of park access and retail density. However, Santa Fe Springs a low tree canopy coverage compared to other cities in the state.

Using data provided on the California Healthy Places Index website, the current built environment conditions for Santa Fe Springs are described in more detail below.

Figure 20. Neighborhood Conditions in Santa Fe Springs Compared to Other Cities in California



Destinations

Living in a community with a mix of uses and destinations can improve health by reducing household transportation costs, encouraging physical activity, reducing chronic diseases, improving mental health, fostering community connections, and supporting community resilience to climate change and pollution. One measure of destinations includes employment sites, which serve as destinations for both employees and patrons. In Santa Fe Springs, the number of retail, entertainment, and education-related jobs per acre amounts to 0.88, which is higher than 74% of other California cities. The high proportion of industrial and commercial land use in our city, and corresponding amount of jobs, likely influences this rate. This indicates better than average distribution of destinations in Santa Fe Springs.

Parks

Parks can encourage physical activity, reduce chronic diseases, improve mental health, foster community connections, and support community resilience to climate change and pollution. In our community, 80% of residents live within walkable distance (half-mile) of a park or open space greater than one acre. This is a higher percentage than 66% of other California cities.

Trees

Trees are beneficial for mental and physical health. Adequate tree canopy can provide shade and cool surrounding areas, reduce stress, and promote health, wellness, and physical activity. They also provide many ecosystem services, including absorbing carbon dioxide and improving air quality. Furthermore, trees can provide for a more conducive walking and biking experience. **In Santa Fe Springs, approximately 5% of land has tree canopy, a lower percentage of land with tree canopy than 66% of other California cities.**

Findings

The health and built environment assessments highlight the intersections of health and transportation and the potential active transportation has to benefit multiple aspects of our community. Once complete, this Plan will be another extension of our efforts to improve health and wellness in our community.

The top ten Healthy Places Index variables for which Santa Fe Springs experiences some of the worst conditions among cities in California, as identified in the health and built environment assessments, are (in order of severity):

1. High Rates of Diesel Particulate Matter
2. High Rates of Particulate Matter (PM 2.5)
3. High Rates of Heart Attack ER Admissions
4. High Rates of Diagnosed Diabetes
5. High Rates of Asthma ER Admissions
6. Low Tree Canopy
7. Poor Physical Health
8. Low Rates of Leisure Time Activity
9. Low Rates of Active Commuting
10. Poor Mental Health

Section 5

COMMUNITY COLLABORATION

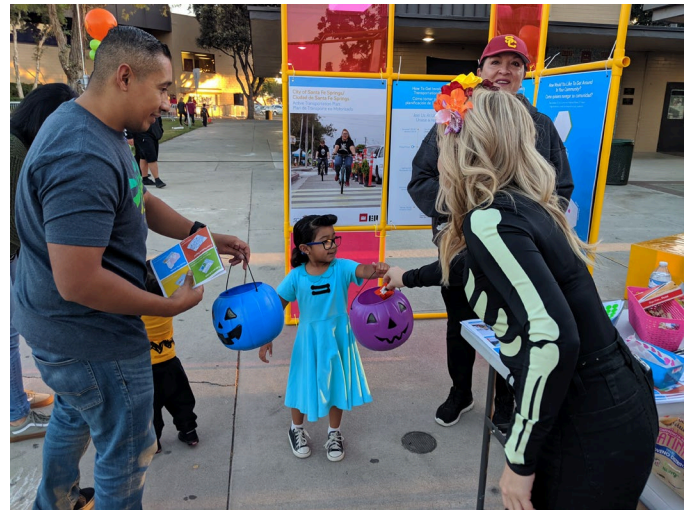
“I think it's great that the city's becoming
a more walking and biking friendly
community.”

Santa Fe Springs Resident

5. Community Collaboration

Engaging the community was a top priority throughout the development of this Plan. A variety of opportunities were used to seek input from residents and community members. The planning process also included a partnership with Helpline Youth Counseling, Inc., a local community-based organization that helped with online promotion and community events. Overall, the project team engaged with stakeholders throughout the development of the Plan to:

- **Understand Walking and Biking Needs:** Residents weighed in on current barriers to biking and walking and what destinations and routes could be made more bikeable and walkable. This information helped the project team develop an understanding of the needs and gaps of the citywide network.
- **Develop a Vision for Active Transportation in the City:** Stakeholders across different groups weighed in on the vision, policies, and objectives for the Plan, guiding the high-level direction of the Plan.
- **Refine Draft Recommendations:** The City presented the draft bicycle and pedestrian recommendations developed through the process. Stakeholders and the public helped the City clarify these recommendations, and identified additional areas for improvement.



The City used multiple strategies to gain community input on this Plan.

This chapter presents an overview of the format and approach for each outreach opportunity, along with a summary of feedback received. Overall feedback concentrated on three key themes (see Table 3).

Table 3. Key Themes from Community Feedback

Topic	What We Heard
Need for Additional Safe Places to Walk, Bike, and Cross	Our Streets Do Not Support Biking and Walking Many community members shared that some existing streets in Santa Fe Springs do not support safe walking and biking; they lack sidewalks, bikeways, and/or safe crossings. Many roads are in poor condition. People may walk and bike, but that is in spite of these shortcomings. People need safer, more dignified places to walk, bike, and wait for transit.
Vehicle Speeds	People Drive Too Fast Enhanced crossings, pedestrian beacons, dedicated bikeways, and other facilities work to slow vehicle traffic and make pedestrians and bicyclists more visible.
Access for All Ages and Abilities	Facilities Do Not Serve All Users' Needs Community members shared that existing facilities do not meet the needs of all ages and abilities. Longer crossing times, better lighting, and additional low-stress bicycle facilities were requested to address these concerns.

COMMUNITY ADVISORY COMMITTEE

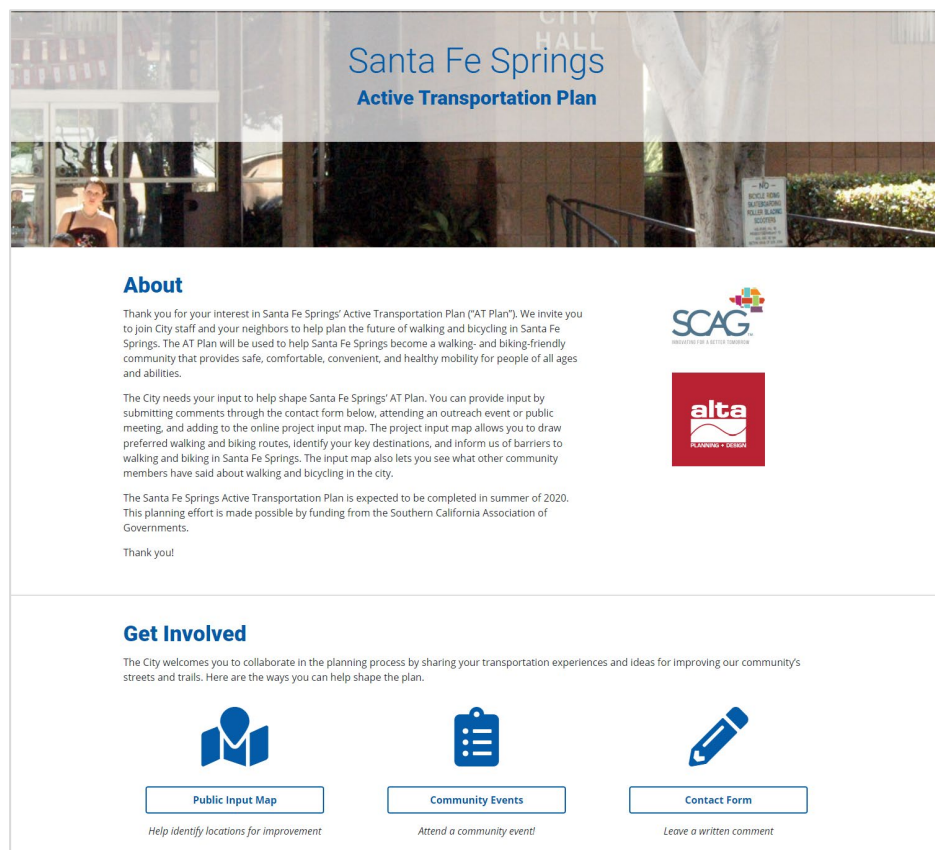
To help guide this planning process, the City convened a Community Advisory Committee (CAC) at the outset. Various sectors, groups, and stakeholders were invited to join the CAC in order to be able to best articulate the many needs of the community. Altogether, 10 people served on the Plan's CAC, representing the City's Departments of Planning, Public Works, Community Services, and Police Services; Helpline Youth Counseling, a local community-based organization; and local residents. The CAC convened six times throughout the two-year planning process, helping to shape the vision, analyses, events, partnerships, and recommendations.

MEDIA

For all community outreach opportunities, including the online survey and interactive mapping tool, this planning effort leveraged the project website, social media accounts, and community-based organization Helpline Youth Counseling, Inc. to share information about the Plan and to encourage our residents to engage with the project.

Website

The project team created a website for this Plan, SantaFeSpringsATPlan.com, to host information about the effort, events, public input map, draft documents, and other ways to get involved. All online communications and project flyers pointed to this website, where community members were able to learn about the planning process, see upcoming outreach events, and download draft maps and other deliverables at key milestones.



SantaFeSpringsATPlan.com hosted information about the Plan throughout the planning effort.

Social Media

The City has over 5,500 followers on Facebook and over 4,400 followers on Instagram. Throughout the planning process, posts on these platforms notified residents of upcoming events, draft documents available for review, online engagement tools, and other project milestones.

Newsletter

In addition to a strong social media presence, the City sent an email newsletter to subscribers. The newsletter was used to promote the virtual town hall, survey, and office hours; encourage participation; and share updates about the project.

Promotional Material

An information card was also created in both English and Spanish with the project website, events, and other opportunities for participating highlighted. The cards were available at all outreach events and placed at various businesses, community centers, and libraries throughout the city.



The City used bilingual printed and digital materials to share information about the Plan, events, and opportunities for input.

EVENTS

Pop-Up Events

To engage as many members of the public as possible, the project team collaborated with an existing community event early on in the planning process:

- **Halloween Carnival:** October 31, 2019, Los Nietos Park, **over 500** estimated attendees

The project team used three interactive activities to hear from residents about how we can improve biking and walking: a survey on high-priority streets, a map where participants could spatially identify where they currently face walking and biking challenges in Santa Fe Springs, and a feedback board.

Survey: High Priority Streets?

When asked which streets in the city should be considered as highest priority for improvements for walking and biking, the top five streets that participants selected:

- Orr and Day Road (51%)
- Telegraph Road (41%)
- Los Nietos Road (41%)
- Pioneer Boulevard (38%)
- Florence Avenue (31%)



To ensure outreach events were accessible and family-friendly, they were facilitated in English and Spanish and included activities for children.

Map: Walking and Biking Challenges?

Participants placed color coded stickers on a map of Santa Fe Springs in locations where they face challenges to walking and biking. The colored stickers corresponded to specific challenges: no street lights, no sidewalks, no safe crossings, no bike lanes, no shade, and speeding. The areas surrounding Orr and Day Road and Telegraph Road received the most votes, indicating many barriers to walking and biking. Most of the barriers noted pertained to lack of crosswalks and bikeways.



Participants indicated that streets like Orr and Day Road, Pioneer Boulevard, Florence Avenue, and Los Nietos Road need improvements for walking and biking.

Feedback Board: How Would You Like to Get Around?

A popular activity among the kids at the carnival, the feedback board invited children to place a green sticker on how they currently get to school and a pink heart on how they would like to get to school. The majority of participants indicated they ride in a car to school, but most indicated that they would rather ride a bike or scooter to school.

Walking Tour

To help better understand existing conditions along some of the high-priority corridors identified during the Art Installation, the project team facilitated a walk audit on January 25, 2020. City staff and community members walked together from City Hall along Joslin Street, Orr and Day Road, Clarkman Street, Pioneer Boulevard, and Telegraph Boulevard. Seventeen community members, including multiple children and one person with visual impairments, shared input during the walking tour.



The Walking Tour evaluated a two-mile route along Joslin Street, Orr and Day Road, Clarkman Street, Pioneer Boulevard, and Telegraph Road.

Participants stopped at seven locations along the route and noted existing conditions related to shade, sidewalks, crossings, lighting, bicycle facilities, and overall perception of safety on a map of the area.



Participants highlighted the insufficient crossings, litter, high vehicle speeds, and lack of shade, sidewalks, and/or lighting as major concerns.

Overall, key concerns highlighted during the walking tour include:

- Lack of high-visibility crosswalks
- Lack of facilities for biking
- People driving at high speeds
- Street and sidewalk pavement in poor condition

Go Human Trainings

Go Human is SCAG's Active Transportation Safety and Encouragement Program, which uses a variety of strategies to increase rates of walking and biking and decrease collisions. Prior to the COVID-19 pandemic and associated social distancing policies, the City intended to host an event using SCAG's *Go Human* demonstration kit to temporarily showcase potential improvements for people biking and walking. The event would have allowed Santa Fe Springs residents to test out potential facilities on actual City streets and provide the City with feedback.

To prepare for this demonstration event, the City hosted two "*Go Human* Trainings" to familiarize community members with the purpose demonstration events, SCAG's demonstration kit, and active transportation facilities in general. Though the City had to forego the demonstration event due to the pandemic, the *Go Human* Trainings provided key insights about residents' needs.

The first *Go Human* Trainings occurred in July 2019 and February 2020, and involved Santa Fe Springs residents and members of the CAC. Participants identified numerous locations and general issues concerning walking and biking in the community:

- Overall pedestrian improvements needed along major corridors and additional bicycle facilities needed throughout the city
- Need additional safe and comfortable options for walking or biking to schools and parks
- Improved lighting needed for people walking and biking



At a Go Human Training, Santa Fe Springs residents helped identify locations in need of improvement to make it safer and more comfortable to walk and bicycle .

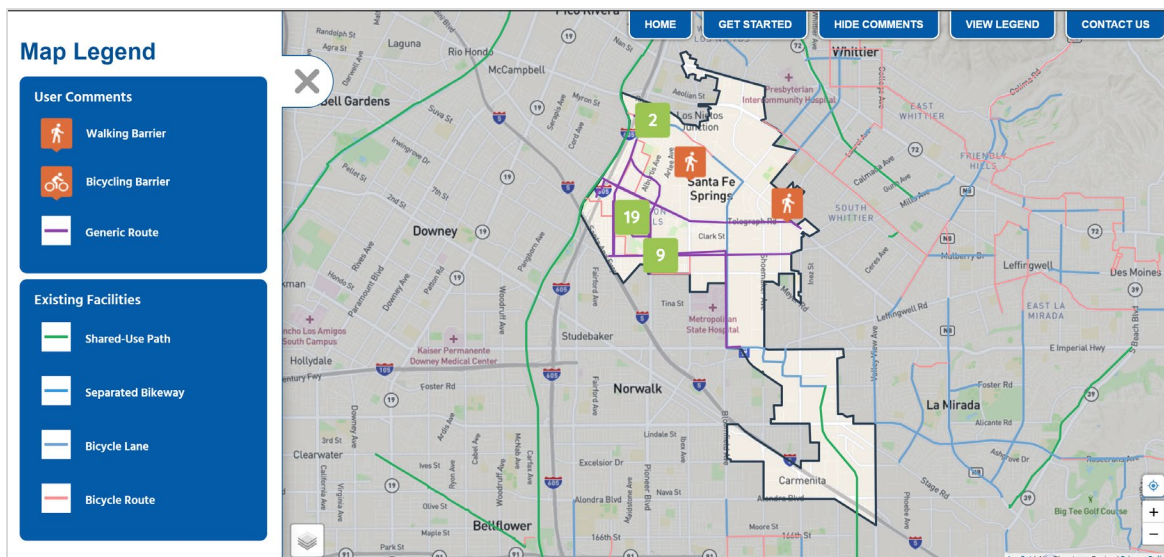
INTERACTIVE MAP

An interactive mapping tool was posted on the project website to gather feedback from the community. Community members were able to draw routes or place pins on a map of Santa Fe Springs, as well as add comments to identify desired walking or bicycling improvements, challenging locations, and other information about the walking and bicycling environment. The map also prompted users to take a brief survey to indicate what would encourage them to walk and bike more often. Altogether, over 40 survey responses and map comments were received while the interactive map was online.

Similar to feedback received during the Art Installation and Walking Tour, community members expressed concerns about crossings, lack of facilities for biking, and the need for improved visibility and lighting. Input addressed most major corridors in our city. Participants expressed support for:

- Bikeways on Los Nietos Road and Orr and Day Road
- Improvements near schools along Orr and Day
- Additional sidewalks and walking paths
- Improved pavement conditions for easier bicycling, such as along Lakeland Road

Figure 21. Online Public Input Map



REFINING THE DRAFT PLAN

After preliminary recommendations were developed, the City uploaded the draft Plan to the project website for public comment in September 2020. The team also utilized the following virtual activities to capture the community's feedback on the draft Plan.

Recommendations Survey

To capture feedback on elements of the draft Plan and key projects, the project team also developed a brief paper survey that was distributed at food distribution events at City Hall and the Santa Fe Springs Public Library. A longer version of the survey was posted online and presented more questions about preliminary recommendations. Altogether, 28 residents completed the recommendations survey. This feedback was used to help refine the draft Plan and preliminary recommendations.

Virtual Town Hall + Office Hours

The City hosted a virtual town hall on September 9, 2020 through Zoom, during which information was presented regarding the draft Plan, participant feedback was collected, questions about the preliminary recommendations were answered, and residents were able to participate in interactive polling. Altogether, 16 Santa Fe Springs residents joined the meeting. To supplement this virtual event, the project team also hosted "Office Hours" on September 15, 2020, during which Santa Fe Springs residents were able to call dedicated phone lines to learn more about the draft Plan and provide their input.

Curbside Displays

After collecting feedback on the draft Plan via the project website, recommendations survey, town hall, and office hours, the City presented an updated version to the community before it went through the adoption process. "Curbside Displays" were developed to highlight key elements of the final Plan and placed at the athletic fields on Pioneer Boulevard and Alburtis Avenue and at Lakeview Park near Joslin Street in November 2020.

What did we hear?

Community members shared a variety of feedback during the public comment period. Key themes include:

- The streets do not support walking and biking.

"It is hard to cross safely while holding onto small children or with a stroller..." -Survey Respondent

- People drive too fast.
- Existing bicycle and pedestrian facilities do not serve all users' needs.
- Improving safety and key locations and improving access to parks and schools are top priorities.
- The majority (over 80%) of respondents approved of bicycle and pedestrian facilities being recommended.

The project team revised the Plan to address these concerns and reflect community suggestions as best as possible.

KEY NEEDS IN OUR COMMUNITY

This Plan identifies many opportunities to improve mobility and support the goals established in Chapter 2: The Vision. Assessing current conditions is a key step to developing recommendations for where and how to invest in infrastructure and programs that promote walking and biking as common and convenient modes of transportation. The following key findings will help guide the recommendations process:

- Santa Fe Springs has existing pedestrian and bicycle networks, but there are locations without facilities or with gaps in existing networks
- A network of relatively low-stress streets is interrupted by several high-stress corridors which inhibit walking and biking, and make connecting to key destinations such as transit, schools, jobs, and parks difficult.
- Collisions involving pedestrians and bicycles tend to occur in similar parts of the city.
- Providing safe access to our regional transit network will be an important aspect of the Plan and one that will help expand mobility options for residents and commuters.
- In part due to our industrial nature and proximity to regional highways, much of our city experiences poor air quality. Coupled with high rates of ER admissions due to asthma, making active transportation safer and more appealing as a means to help reduce transportation-related emissions is imperative.
- Much of Santa Fe Springs qualifies as “disadvantaged” according to CalEnviroScreen 3.0, and supported by the findings of the health and built environment assessments. The Equity Framework outlined in Chapter 2 will continue to be a guiding principle as we move forward in this planning process and begin to develop recommendations that serve our most vulnerable populations.



Section 6

STREET RECOMMENDATIONS

“[I] would like to see more high-visibility crosswalks with flashing lights throughout the city.”

Santa Fe Springs Resident

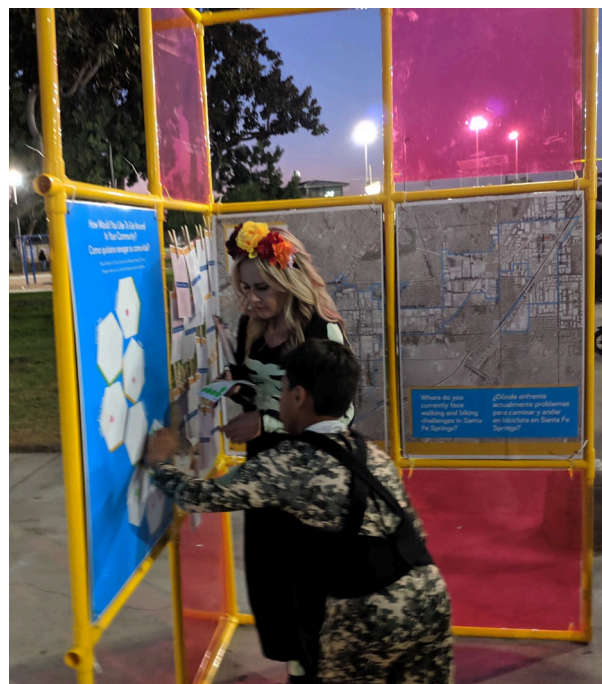
6. Street Recommendations

This chapter introduces the bicycle and pedestrian infrastructure and supporting amenities that the City intends to implement in the coming years, and the overall strategy employed in evaluating which type of facilities should be recommended at specific locations.

The following projects are considered planning-level, meaning they will be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.

HOW WE DEVELOPED PROJECTS

Developing recommended projects is a multi-step process that requires understanding community feedback, existing conditions, and project feasibility, among many other factors (see Figure 22). Key themes from the public input guided the City's overall recommendations (see Table 4). Various outlets allowed for community members to share their desire for new and improved bicycle and pedestrian facilities throughout the development of the Plan: events such as the Art Installation and Walking Tour, the online public input map, and the Community Conversations virtual town hall. Roadways and areas that were mentioned multiple times across different outreach methods were examined for inclusion in the recommended projects.



The City listened to community members throughout this planning process, and used their input to develop the recommended active transportation network.

Figure 22. Network Development Process

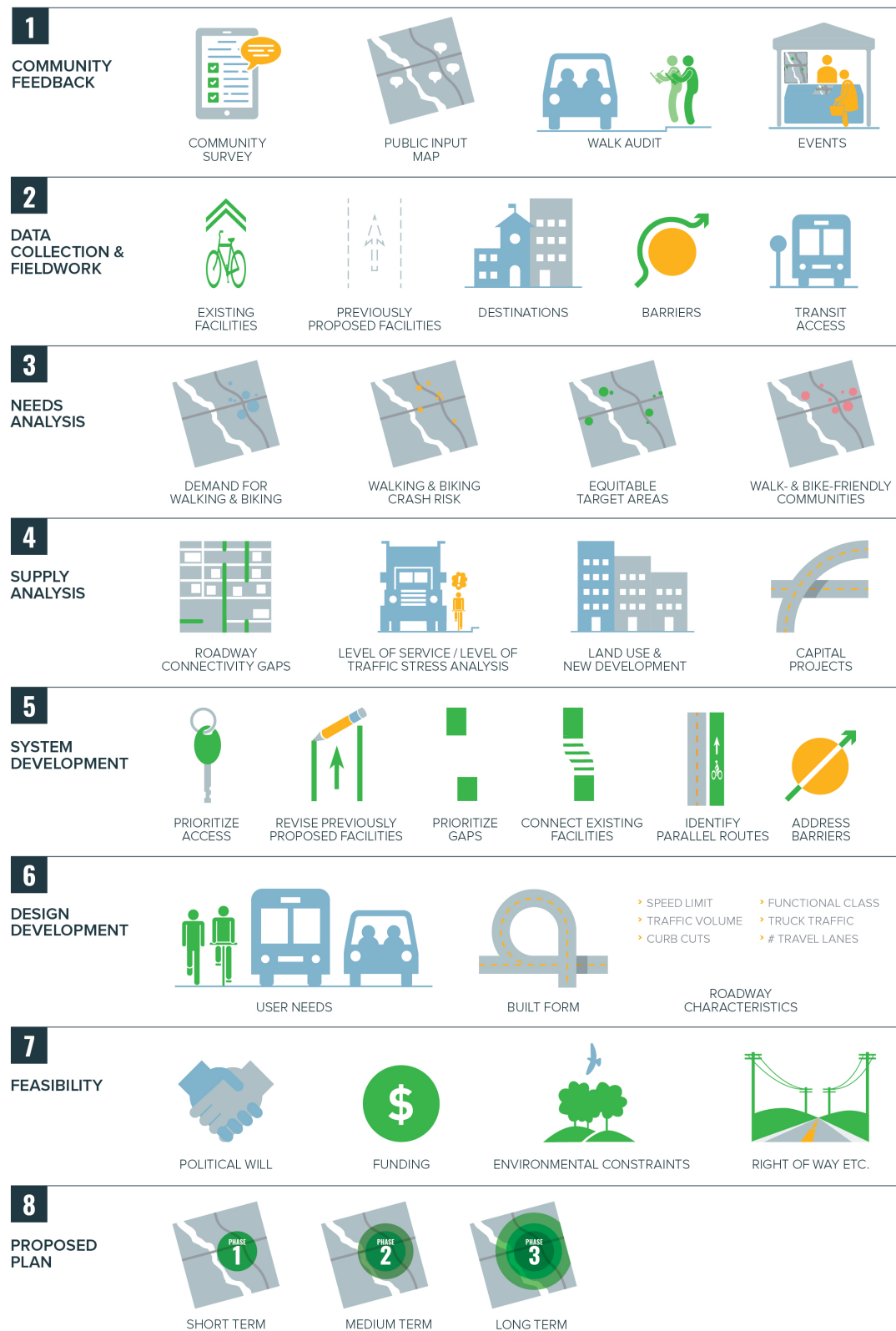


Table 4. Public Input Guiding Network Recommendations

What We Heard	What We Propose
Our Streets Do Not Support Biking and Walking	Make it Safe Sidewalks, crosswalks, bikeways, and other new facilities help ensure streets provide safe places for people to walk and bike.
People Drive Too Fast	Make it Comfortable Enhanced crossings, pedestrian beacons, dedicated bikeways, and other facilities work to slow vehicle traffic and make pedestrians and bicyclists more visible.
Facilities Do Not Serve All Users' Needs	Make it Accessible Additional sidewalks and paths, longer crossing times, ADA compliant curb ramps, and bikeways on calmer streets contribute to networks that are comfortable for people with varying abilities and of varying ages.



HOW RECOMMENDED PROJECTS ADVANCE OUR GOALS

Safety & Health

Network recommendations address the most critical safety issues and prioritize improvements along high-injury corridors and at intersections.



Access & Comfort

Network recommendations create continuous walking and cycling routes throughout the community, connecting neighborhoods to major destinations and to one another.



Affordability

Network recommendations increase the availability of affordable mobility options, particularly for low-income neighborhoods.



Enhance the Network

The Plan provides a roadmap for achieving a complete and comfortable active transportation network.

Bicycle Facility Types



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 or along a body of water.



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

- A signed bike routes that people biking share with motor vehicles.
- Can include pavement markings.
- 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 wider range of abilities.



RECOMMENDED BICYCLE PROJECTS

Prior to embarking on this planning process, the City had approximately 24 miles of existing bikeways. An additional 20.62 miles are proposed in this Plan, including over 10 miles of Class IIB buffered bike lanes on higher-stress roads. On Orr and Day Road, a Class I shared-use path would offer a safer, more comfortable option for students biking and walking to/from multiple schools, while creating a key north-south bikeway in the town center area. The majority of recommended bikeways are new projects where bikeways do not exist today, while a portion include recommendations to upgrade an existing or previously planned bikeway. They are recommended where there is existing right-of-way to accommodate new bikeways and where reduction of existing parking spaces is as minimal as possible. It is important to note that these recommended projects are planning-level and final designs will depend on additional study by Public Works and secured funding. Recommended bicycle projects are shown in Figure 24, with mileage highlighted in Table 5 and Figure 23.

Table 5. Miles of Recommended Bikeways by Type

Bikeway Class	Name	Proposed (miles)
Class I	Shared Use Path	2.44
Class II	Bike Lane	0.75
Class IIB	Buffered Bike Lane	10.74
Class III	Bicycle Route	5.16
Class IIIB	Bicycle Boulevard	1.53
TOTAL		20.62

Figure 23. Length of Recommended Bicycle Network (Miles)

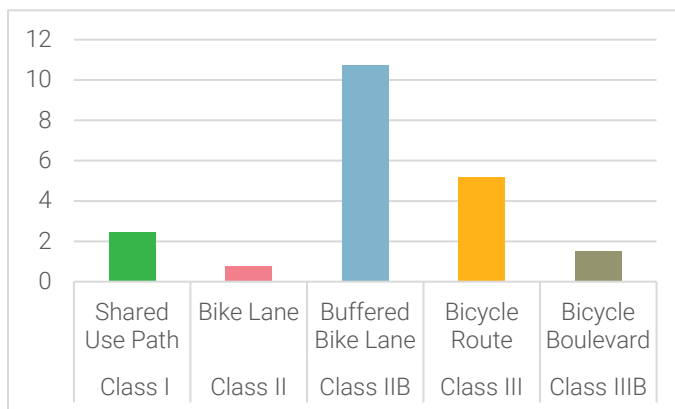


Figure 24. Recommended Bicycle Projects

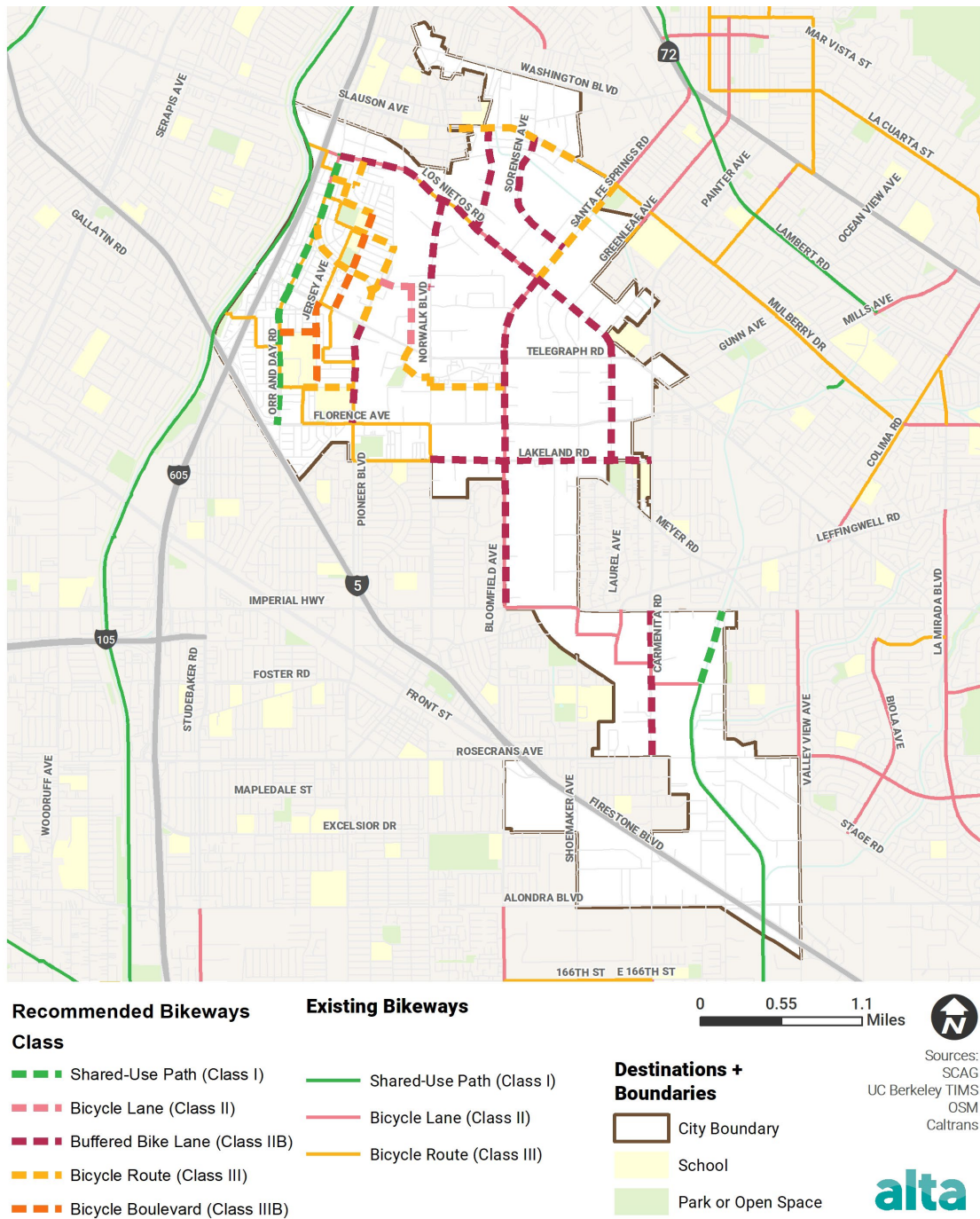
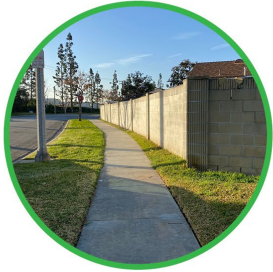


Table 6. Recommended Bicycle Projects

Corridor	From	To	Facility Type	Length (Miles)
Slauson Avenue	West City Limits	East City Limits	Class III Bicycle Route	0.90
Sorensen Avenue	Slauson Avenue	Santa Fe Springs Road	Class IIB Buffered Bike Lane	0.92
Dice Road	Slauson Avenue	Los Nietos Road	Class IIB Buffered Bike Lane	0.69
Santa Fe Springs Road	Slauson Avenue	Los Nietos Road	Class III Bicycle Route	0.83
Santa Fe Springs Road	Los Nietos Road	Telegraph Road	Class IIB Buffered Bike Lane	0.54
Bloomfield Avenue	Telegraph Road	Imperial Highway	Class IIB Buffered Bike Lane	1.75
Los Nietos Road	Pioneer Boulevard	Telegraph Road	Class IIB Buffered Bike Lane	2.29
Norwalk Boulevard	Los Nietos Road	Smith Avenue	Class IIB Buffered Bike Lane	0.60
Morrill Avenue	Los Nietos Road	Bluejay Lane	Class III Bicycle Route	0.17
Bluejay Lane	Pioneer Boulevard	Morrill Avenue	Class III Bicycle Route	0.16
Millergrove Drive	Bluejay Lane	Broaded Street	Class III Bicycle Route	0.13
Broaded Street	Millergrove Drive	Alburtis Avenue	Class III Bicycle Route	0.22
Alburtis Avenue	Broaded Street	Telegraph Road	Class IIIB Bicycle Boulevard	0.70
Pioneer Boulevard	Orr and Day Road	Telegraph Road	Class III Bicycle Route	0.86
Arlee Avenue	Charlesworth Road	Pioneer Boulevard	Class III Bicycle Route	0.34
Charlesworth Road	Jersey Avenue	Arlee Avenue	Class III Bicycle Route	0.30
Smith Avenue	Arlee Avenue	Norwalk Boulevard	Class II Bicycle Lane	0.35
Geary Avenue	Smith Avenue	Telegraph Road	Class II Bicycle Lane	0.41
Heritage Park Drive	Telegraph Road	Mora Drive	Class III Bicycle Route	0.14
Mora Drive	Heritage Park Dr	Norwalk Boulevard	Class III Bicycle Route	0.21

Corridor	From	To	Facility Type	Length (Miles)
Clark Street	Norwalk Boulevard	Bloomfield Avenue	Class III Bicycle Route	0.50
Norwalk Boulevard	Mora Drive	Clark Street	Class III Bicycle Route	0.07
Pioneer Boulevard	Telegraph Road	Lakeland Avenue	Class IIB Buffered Bike Lane	0.67
Orr and Day Road	Florence Avenue	Los Nietos Road	Class I Shared-Use Path	1.93
Painter Avenue	Los Nietos Road	Lakeland Road	Class IIB Buffered Bike Lane	0.79
Jersey Avenue	Telegraph Road	Clarkman Street	Class IIIB Bicycle Boulevard	0.58
Joslin Street	Orr and Day Road	Jersey Avenue	Class IIIB Bicycle Boulevard	0.25
Clarkman Street	Roseton Avenue	Pioneer Boulevard	Class III Bicycle Route	0.34
Lakeland Road	Norwalk Boulevard	Carmenita Road	Class IIB Buffered Bike Lane	1.50
Carmenita Road	Imperial Highway	Rosecrans Avenue	Class IIB Buffered Bike Lane	1.00
Coyote Creek Channel	Imperial Highway	Foster Road	Class I Shared-Use Path	0.51
TOTAL				20.62

Pedestrian Facility Types



Sidewalks & Paths

- Completely separated from motor vehicle traffic.
- Used by people walking or using mobility devices such as wheelchairs.
- Sidewalks are typically located immediately adjacent and parallel to a roadway. Shared-use paths can be located in their own independent right-of-way, such as within a park or along a body of water.



Crossing Facilities

- Make crossing the street at intersections and midblock safer and more comfortable.
- High-visibility crosswalk markings are more visible to approaching vehicles and have been shown to improve yielding behavior.



Curb Treatments

- Curb ramps allow users of all abilities to make the transition from the street to the sidewalk. They are required by the Americans with Disabilities Act (ADA) at all crosswalks, including those that are unmarked.



Beacons & Signals

- Beacons and signals both indicate to drivers that someone may be crossing the street.
- Make crossing the street safer and more comfortable.
- Pedestrian countdown signals create a more predictable crossing environment and give adequate warning to pedestrians attempting to cross a roadway.



RECOMMENDED PEDESTRIAN PROJECTS

During the Walking Tour, participants indicated that they feel ‘unsafe’ walking on Telegraph Road given the current conditions and truck traffic—and that, similarly, many other roads in the city feel uncomfortable or unsafe for walking. The proposed pedestrian projects provide a variety of options for people walking at locations throughout the city for people of varying abilities and ages. When making recommendations, projects that connect key community destinations like schools, parks, and commercial centers were prioritized. In general, recommended pedestrian projects aim to increase safety and comfort throughout Santa Fe Springs. Recommended pedestrian projects fall into one of the following categories:

- **Sidewalks & Paths:**
 - **New sidewalks/paths** that make walking along the street safer, more comfortable, and accessible for people using mobility devices
 - **Sidewalk gap closures** to ensure people have comfortable and continuous routes to their destinations
- **Crossing Facilities:**
 - **Crossing facilities** that make crossing the street at intersections and midblock easier, including high-visibility crosswalks, advance yield markings, and pedestrian refuge islands
- **Curb Treatments:**
 - **Curb ramps** increase accessibility for people crossing the street
- **Beacons & 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
- **Green Infrastructure:**
 - **Trees, landscaping, stormwater capture and other efforts** to provide shade, increase habitat, enhance the overall sense-of-place, and improve comfort for people walking and biking

Based on community feedback, additional high-visibility crossings throughout Santa Fe Springs was a priority. Improved crossings near schools, parks, and commercial centers, like Los Nietos Park and along Telegraph Road, will offer better access for people shopping and dining and strengthen the local economy. At various intersections, new or updated crosswalks can improve conditions for people crossing the street. At uncontrolled intersections, RRFBs can increase the visibility of people crossing

the street, such as the existing crossing at Orr and Day Road/Joslin Street. Additionally, the City is currently conducting a lighting study to determine where improved street and pedestrian-scale lighting can be implemented.

It is important to note that these recommended projects are planning-level and the design details will depend on additional study by Public Works and the City's ability to secure funding. Recommended pedestrian facilities are shown in Figure 25.

Figure 25. Recommended Pedestrian Projects

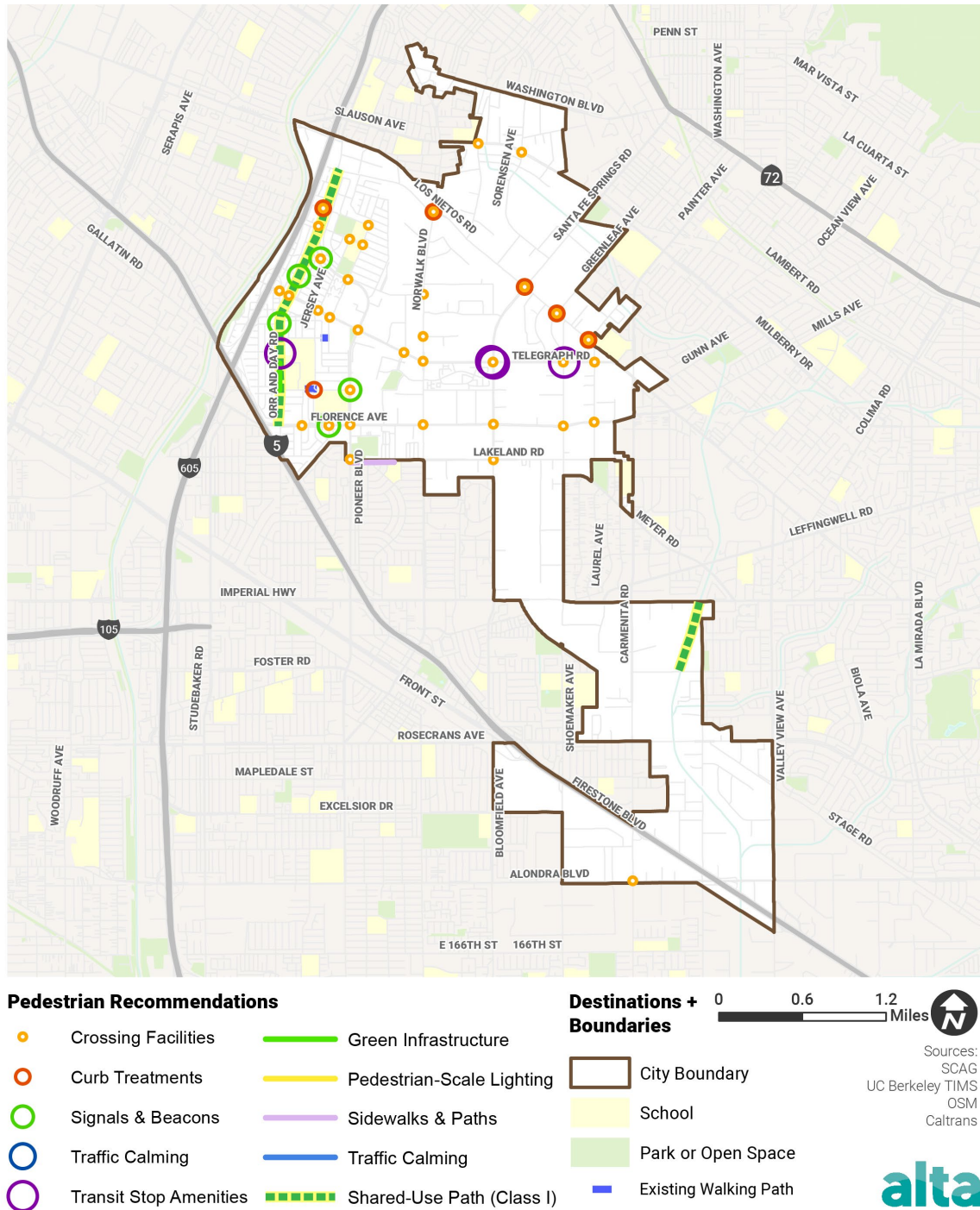


Table 7. Recommended Pedestrian Projects Including Quantity and Length

Corridor	From	To	Facility Category	Description	Quantity	Length (miles)
Slauson Avenue	Dice Road	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Slauson Avenue	Sorensen Avenue	-	Crossing Facilities	Enhance to high-visibility crosswalks	4	-
				Extend existing medians to include a pedestrian refuge island	4	-
Los Nietos Road	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
			Curb Treatments	Add truncated dome pads on northwest and southwest corners	2	-
Los Nietos Road	Santa Fe Springs Road	-	Curb Treatments	Add truncated dome pads at all corners	4	-
			Crossing Facilities	Enhance high-visibility crosswalks	4	-
Los Nietos Road	Greenleaf Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
			Curb Treatments	Add truncated dome pads at northwest and northeast corners	2	-
Los Nietos Road	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
			Curb Treatments	Add truncated dome pads at all corners	3	-
Pioneer Boulevard	Broaded Street	-	Crossing Facilities	Enhance high-visibility crosswalks	5	-
			Curb Treatments	Add curb ramp at southwest corner	1	-
Pioneer Boulevard	Charlesworth Road	-	Crossing Facilities	Enhance high-visibility crosswalk	1	-

Corridor	From	To	Facility Category	Description	Quantity	Length (miles)
Pioneer Boulevard	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalk	2	-
Pioneer Boulevard	Whiteland Street	-	Signals & Beacons	Install RRFBs at existing crosswalk	2	-
			Crossing Facilities	Enhance high-visibility crosswalk	1	-
Pioneer Boulevard	Clarkman Street	-	Crossing Facilities	Add high-visibility crosswalks to west and north legs	2	-
			Signals & Beacons	Install RRFB on both sides of crosswalk	2	-
Pioneer Boulevard	Lakeland Road	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Broaded Street	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Charlesworth Road	Jersey Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Charlesworth Road	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Telegraph Road	Bartley Avenue/I-605 on-ramp*	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
Telegraph Road	Orr and Day Road	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Telegraph Road	Jersey Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
Telegraph Road	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
Telegraph Road	Pioneer Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Telegraph Road	Geary Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-

* Coordination with Caltrans required

Corridor	From	To	Facility Category	Description	Quantity	Length (miles)
Telegraph Road	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Telegraph Road	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
			Transit Stop Amenities	Add bus shelter and bench at northwest and southeast stops	2	-
Telegraph Road	Greenleaf Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
			Transit Stop Amenities	Add bus shelter and bench at southeast stop	1	-
Telegraph Road	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Norwalk Boulevard	Hawkins Street	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Norwalk Boulevard	Smith Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	2	-
Orr and Day Road	High School Driveway (south of Dunning)	Clarkman Street	Green Infrastructure	Add grates over tree wells to make sidewalk ADA accessible	-	0.19
Orr and Day Road	Flossmoor Road	-	Signals & Beacons	Install RRFB on both sides of crosswalk	2	-
Orr and Day Road	Davenrich Street	-	Signals & Beacons	Install RRFB on both sides of crossing	2	-
Orr and Day Road	Dunning Street	-	Transit Stop Amenities	Add bus shelter and bench at southeast stop	1	-
Clarkman Street Walking Path	Jersey Avenue	-	Curb Treatments	Add curb ramps at east and west ends of existing walkway	2	-
Florence Avenue	Roseton Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	3	-
Florence Avenue	Pioneer Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-

Corridor	From	To	Facility Category	Description	Quantity	Length (miles)
Florence Avenue	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Florence Avenue	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Florence Avenue	Shoemaker Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Florence Avenue	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
Florence Avenue	Ringwood Avenue	-	Crossing Facilities	Add high-visibility crosswalks on north, south, and west legs	3	-
				Install advance yield markings on either side of crosswalk across Florence	2	-
			Signals & Beacons	Install RRFB on both sides of crosswalk across Florence	2	-
Lakeland Avenue	Pioneer Boulevard	Fulton Wells Avenue	Sidewalks & Paths	Add sidewalk to north side of street	-	0.32
Lakeland Road	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalk	4	-
Alondra Boulevard	Carmenita Road	-	Crossing Facilities	Enhance high-visibility crosswalks	4	-
TOTAL					145	0.5

BENEFITS OF IMPLEMENTATION

Expanding the network of pedestrian facilities and bikeways brings Santa Fe Springs closer to achieving the goals described in Chapter 2 of this Plan. Implementing the recommended projects could have the following impacts:

- **Collision Reduction:** Reduce the number of severe and fatal collisions by 2030
- **Environmental:** Reduce air pollution from cars due to more people biking and walking

- **Equity:** Reduce household transportation costs and improve mobility options for vulnerable populations
- **Mode Shift:** Increase the share of people walking and biking to work by 3% by 2030 and 5% by 2040
- **Public Health:** Increase the proportion of the population meeting recommended levels of physical activity and reduce the risk for and prevalence of obesity and chronic diseases (e.g., cardiovascular disease, type 2 diabetes, cancer)

SUPPORT FACILITIES

Bicycle Parking

Using data and recommendations highlighted in this Plan, the City will work to review (and update if necessary) our bicycle parking requirements regularly. The City will also work with partner agencies, large employers, and businesses to ensure bicycle parking is implemented throughout the community. While public entities may lack the authority to install bicycle parking on private rights-of-way, Santa Fe Springs will partner with school districts, transit providers, and private property owners to install and retrofit bicycle parking at existing and new destinations as needed. Table 8 presents an overview of the Association of Pedestrian and Bicycle Professionals' (APBP) recommendations for bicycle parking locations and quantities. These guidelines and recommendations are based on industry best practices as well as APBP's Essentials of Bicycle Parking Recommendations.



Bike corrals provide ideal short-term parking near businesses.

Table 8. Recommendations for Bicycle Parking Locations and Quantities

Land Use or Location	Physical Location	Quantity (Minimum)
Parks	Adjacent to restrooms, picnic areas, fields, and other attractions	8 bicycle parking spaces per acre
Schools	Near office and main entrance with good visibility	8 bicycle parking spaces per 40 students
Public Facilities (e.g., libraries, community centers)	Near main entrance with good visibility	8 bicycle parking spaces per location
Commercial, Retail, and Industrial Developments (over 10,000 square feet)	Near main entrance with good visibility	1 bicycle parking space per 15 employees or 8 bicycles per 10,000 square feet
Shopping Centers (over 10,000 square feet)	Near main entrance with good visibility	8 bicycle parking spaces per 10,000 square feet
Transit Stations	Near platform, security or ticket booth	1 bicycle parking space or locker per 30 automobile parking spaces
Multi-Family Residential	Near main entrance with good visibility	1 short-term bicycle parking space per 10 residential units and 1 long-term bicycle parking space per 2 residential units

Pedestrian-Scale Lighting

Although many streets include lighting for vehicle traffic, few include lighting with frequent lampposts at low height that illuminate the walking area.

Pedestrian-scale lighting not only increases visibility of pedestrians for drivers at night, it contributes to a more comfortable and inviting streetscape for people walking. Pedestrian-scale lighting is typically designed to illuminate only the areas needed and to be no brighter than necessary.

Following adoption of this Plan, the City will work to implement pedestrian-scale lighting at locations identified in the Plan to improve pedestrian comfort and encourage walking, including near schools and parks, along major commercial corridors, and along shared-use paths.

Amenities

Street trees and sidewalk/trail furnishings (such as benches, shade structures, restrooms, water fountains, and trash receptacles) contribute to a cleaner, more comfortable, and more pedestrian-oriented public realm. These elements not only encourage the activation of our sidewalk and trail networks, they contribute to a more accessible pedestrian network for all residents. Older adults and those with mobility impairments will benefit from frequent places to stop and rest. Following adoption of this Plan, the City will identify and pursue opportunities to provide amenities in the town center area, near transit stops, and along our paths.



In addition to standalone pedestrian-scale lighting, street lights can be fitted to include pedestrian-scale fixtures that illuminate the walking area, while higher, vehicle-scale street lights illuminate the roadway.



Trees, landscaping, and benches enhance the pedestrian experience.

Green Infrastructure

Green infrastructure is an approach to water management that protects, restores, and simulates the natural water cycle by capturing, filtering, and slowing stormwater. This improves water quality, recharges groundwater resources, provides opportunity for water storage and reuse, and decreases the burden on traditional gray infrastructure systems.

Green infrastructure is effective, economical, and provides a multitude of benefits to people and wildlife. Green Infrastructure strategies incorporate both the natural environment (forests, wetlands, and other open spaces) and engineered systems (bioswales, rain gardens, tree root vault systems, and pervious paving). Bioswales, for example, manage water runoff from a paved surface and reduce the risks of erosion or flooding of local streams and creeks. Plants in the swale trap pollutants and silt from entering a river system.

Plant material provides a wide array of co-benefits beyond water management. Trees, for example, help reduce greenhouse gases, aid in carbon sequestration, increase urban habitat, and provide shade. In fact, trees are estimated to cool surface temperatures by as much as 45 degrees Fahrenheit, a differential that help keep walking and biking on our trails a pleasant experience even in the summer.

Curb extensions, planted bikeway buffers, and landscaped areas adjacent to sidewalks and Class I shared-use paths provide space for green infrastructure. The City will take advantage of these opportunities and install green infrastructure where it is feasible. The City will also consider utilizing permeable paving for new facilities or facilities requiring re-paving, especially where facilities are adjacent to waterways or parks.



Rain gardens and bioswales help capture and filter stormwater, recharging our aquifers and improving the quality of our waterways.



Section 7

PROGRAM RECOMMENDATIONS

“It will take a little education to students
and parents as well.”

Santa Fe Springs Resident

7. Program Recommendations

Engagement, education, encouragement, and promotional programs will help people of all ages and abilities realize the full potential of Santa Fe Springs' new and recommended active transportation network. These types of programs help people learn how to use our roads safely, whether traveling as a pedestrian, in a vehicle, or on a bicycle or other device.

The programmatic recommendations in this chapter aim to improve safety, help people find their way around, increase access to bicycling and walking, and encourage community and economic development. The programs will help to increase the visibility of people who ride or walk, communicate that all road users are expected to look out for each other no matter how they travel, create safer streets, and develop a common understanding of traffic safety. The programs will also reach out to new audiences to help people understand the rules of the road and share a vision of biking and walking as a fun, healthy, community-building activity. Overall, these efforts can help make riding a bike or walking in our community a safer, easier, and more enjoyable experience for more people.

Research shows that adopting and maintaining new behaviors related to walking and bicycling is a process that involves changing the way we relate to each other on our streets and how we choose to travel. This process depends on policies that support comfortable and safe active transportation, provide access to basic information about riding and walking opportunities, and teach people about new travel options.

Altogether, the programs recommended here complement engineering investments by encouraging more people to walk and bike more often, educating all roadway users to enhance pedestrian safety, and addressing both perceived and real personal safety issues. During the development of this Plan, stakeholders provided input on how programs can support active transportation in their communities (see Table 9). The City used this community feedback alongside data to develop the following programmatic recommendations.



Programs complement engineering improvements, helping to ensure that people of all ages and abilities feel comfortable and confident when walking or biking.

Table 9. Public Input Guiding Programmatic Recommendations

What We Heard	What We Propose
Students would like to walk and ride bikes and scooters to school	Make SRTS a Priority To complement targeted street improvements around our schools, the City will work with school districts to launch a citywide SRTS Program so that all students not only have comfortable routes to walk and bike to school, but feel confident and encouraged to do so.
People drive too fast, people biking and crossing the street feel unsafe around vehicles	Make Education a Priority The City will work to deter speeding and increase compliance with stop signs through education, signage, and safety campaigns. Safety courses will help educate all roadway users (including motorists, cyclists, and pedestrians), and people of all ages and abilities (including children, older adults, novice cyclists and walkers).
People do not feel comfortable biking or walking along major corridors	Provide Options for Car-Free Biking and Walk Routes In addition to providing a safer and more comfortable network, the City will work with other agencies and local community-based organizations to provide open streets and demonstration events that allow people to comfortably and safely walk and bike along major corridors in Santa Fe Springs.

CONTINUE EXISTING PROGRAMS

The City will continue to develop and support the following existing programs in our community, helping us achieve our safety and equity goals by educating the public about the new and recommended network and encouraging people of all ages and abilities to bike or walk for any trip purpose.

Walk to School Day

The City will continue to encourage students and parents at our schools to participate in Walk to School Day each October. The annual event brings school communities together to celebrate the fun and healthy benefits of walking, and spotlight the importance of traffic safety. Students, parents, school



Each October, Walk to School Day encourages Santa Fe Springs students to join their peers on an active trip to school.

staff and administration, and valued community members join in a morning walk that offers fun physical activity.

Walking Clubs

The Santa Fe Springs Department of Community Services will continue to host our walking club that meets at Heritage Park every Tuesday and Thursday morning. By participating in the walking club, our residents are able to get some exercise, meet their neighbors, and appreciate the public artwork in Santa Fe Springs. This is also a good opportunity for the City to engage residents about any challenges they may face to walking in our community.

Annual Fun Run/Walk

The City will continue to implement an annual Fun Run/Walk in spring each year. Open to the entire family, this themed event invites residents to enjoy a five-kilometer route starting at the Town Center Plaza. It encourages participants of all ages to walk or run on their city streets for fun and exercise. At future Fun Run/Walk events, the City can distribute educational materials about biking and walking in Santa Fe Springs and look into opportunities to pair the event with a demonstration of bicycle or pedestrian improvements.

PROGRAM TOOLKIT

To further advance the goals of this Plan, the City will work towards implementing the following new programs to help encourage active transportation in our community. While the City is responsible for the implementation of this Plan, several of the programs are an opportunity to work with external stakeholders such as community members, community-based organizations, school districts, neighboring jurisdictions, and transit providers to develop and implement programs.

Safe Routes to School

Safe Routes to School (SRTS) programs have many goals including:

- Teaching students the rules of the road, so they are more prepared to navigate their community using active transportation and eventually become safe drivers;
- Encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn;
- Decreasing the prevalence of childhood obesity through increased physical activity; and

- Reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off and pick-up.

Los Angeles County Metropolitan Transportation Authority (Metro) provides regional SRTS resources including: a SRTS Resource Manual that guides schools on building successful SRTS programs; a SRTS Action Route Map that outlines methods for implementing a SRTS program; and educational, encouragement, trainer/teacher, and evaluation materials.²⁶ The City is committed to partnering with our school districts to launch a SRTS program. We can start this process by:



Walking and biking curriculum frequently covers proper helmet usage.

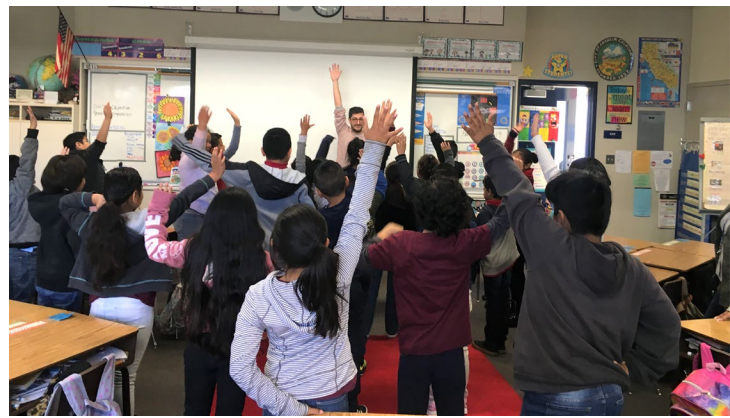
- Seeking future funding to establish a Safe Routes to School Program to provide traffic safety education to students, identify safety enhancements around schools, and promote walking and bicycling
- Create a SRTS page on the City's website that could include, but is not limited to:
 - Information for parents and school staff about SRTS programs with links to resources developed by the County, Metro, state, and national partners
 - Develop Suggested Routes to School maps for each of our district schools, showing the safest routes for biking and walking
 - Information on what qualifies a site for a crossing guard and how to request one
 - Descriptions and status of completed, in-progress, and forthcoming infrastructure projects around schools
 - Descriptions of past and forthcoming SRTS education programs, such as walk/bike rodeos

²⁶ These resources can be found on Metro's website at: www.metro.net/projects/srts-manual/

- Continuing to support annual Walk to School Day events by providing walk leader trainings to school champions, and staffing events, providing incentives, connecting school officials to traffic control support, and/or other resources as available
- Seeking future funding to support the development of a Santa Fe Springs Safe Routes to School Plan

Education Classes

Bicycling education for adults can build confidence and improve safety by incorporating both presentations and on-bike practice covering rules of the road and safe bicycling skills. The League of American Bicyclists offers multiple curricula that can be taught by League Certified Instructors in the area.²⁷ Additionally, Metro's Bicycle Education Safety Training (BEST) program and the Los Angeles County Bicycle Coalition (LACBC) lead classes that teach people to bike on city streets safely, how to maintain their bike, and bicycling etiquette. The City can support these efforts by funding classes or providing meeting space or other in-kind donations to support education opportunities.



Education programs for safe walking and biking should include people of all ages.

While the aforementioned classes tend to be better for adults or teenagers, younger children can benefit from in-classroom education related to safe walking and bicycling. As part of the aforementioned SRTS program, the City will work with school districts to develop school curriculum for students to learn basic traffic and safety rules in addition to incorporating lessons across biology, earth science, math, and art that focus on the benefits of active transportation.

²⁷ More information on the League of American Bicyclists courses is available at bikeleague.org/ridesmart.



Safe Routes for Seniors programming could include safety courses, transit trainings, and fitness challenges.

Safe Routes for Seniors

A program providing active opportunities specifically for older adults in Santa Fe Springs could foster healthy aging and longer years of independent living. A Safe Routes for Seniors program develops tools and services to help seniors find ways to meet their transportation needs through trips that primarily include walking and transit, both by bus or light rail. Developing programs that include group walks, similar to the City's existing Walking Club, geared towards seniors will also encourage social bonding. The program can include key awareness topics such as education for drivers to pay particular attention to senior pedestrians and specific improvements such as increasing crossing time in areas that experience a high number of seniors walking. Feedback received from the program can inform future infrastructure improvements that further address needs of older adults.

Bicycle and Pedestrian Safety Campaign

Bicycle and pedestrian safety campaigns encourage all road users to abide by local laws and to be courteous to other users. They can be targeted at just one user type (e.g., drivers) or at multiple users. Local resources for conducting a public awareness campaign can be maximized by assembling a group of local experts, business owners, civic leaders, and dedicated community volunteers. These stakeholders can assist with successful safety campaign goals based on the local



As part of the Take the Friendly Road campaign, Santa Monica residents were given yard signs to encourage motorists to drive slowly and safely throughout the city.

concerns and issues. It may be necessary to develop creative strategies for successful media placement in order to achieve campaign goals.

Outreach campaigns are more effective when concentrated in central business districts like Santa Fe Springs town center, near schools, and in areas of the city with high rates of collisions, such as along Telegraph Road. Campaign materials can include posters, bus shelter ads, banners, yard signs, spoke cards, and more. When deployed regularly, these campaigns promote an attitude of roadway safety and awareness. The City will also look into coordinating these efforts with the Southern California Association of Governments (SCAG) *Go Human* campaign, which provides existing materials to member agencies.



The Pasadena Safe School Zones campaign targeted motorists and encouraged them to drive slowly and cautiously near schools.

Bicyclist and Pedestrian Wayfinding

Wayfinding systems help people biking and walking navigate to community destinations such as transit stations, parks, libraries, schools, and commercial areas. They can also serve as an encouragement program by providing walking or biking time to destination information, helping people orient themselves, and encouraging the discovery of new places or services. Wayfinding can also be used to highlight the local identity of a community.

Building off of the wayfinding signage that exists in Santa Fe Springs town center, the City can engage our community in a collaborative design process to develop wayfinding targeted at pedestrians and bicyclists. There is potential to customize the signage along specific routes, such as along the Class IIIB bike boulevards recommended in Chapter 6. To do so, the City can work with community members and local organizations to develop wayfinding signage that incorporates community identity, but is still tied to the existing wayfinding signage.

To provide a more comfortable experience, sometimes bike facilities are shifted off of high-stress roads onto parallel lower-stress routes. When bikeways change designations, it is not always clear how to navigate to the nearest route. The City can evaluate wayfinding needs where low-stress bikeways end and install wayfinding to nearby routes.

Neighborhood Bike Stops

Certain locations throughout Santa Fe Springs currently provide bike parking, but our city is lacking other amenities such as bike self-repair/fix-it stations. Being able to fix bikes and have access to water in a secure and welcoming place would allow our residents and visitors to engage in outdoor physical activity more frequently and more comfortably. The City will look into adding bicycle fix-it stations and hydration stations to various key destinations in the city. For example, near City Hall would be an ideal location for a neighborhood bike stop due to its proximity to the Public Library and multiple schools and parks, and its secure and welcoming presence in the community.



Quick-build wayfinding can take the form of these temporary signs to encourage residents and visitors to walk more to key destinations.

Open Streets and Demonstration Projects

Open streets events temporarily close streets to car traffic, allowing people to use the streets for activities like walking, bicycling, skating, and other social and physical activities. These events are great for bringing the community together and promoting transportation options and public health. Open streets events are also excellent at building community; they bring together neighbors, businesses, and visitors alike.

Open streets events can also serve as a tool to engage with the public about how their streets can better serve their needs.

For example, the City can use open

streets events as an opportunity to demonstrate new infrastructure ideas such as traffic circles or separated bicycle lanes. These events provide an opportunity for the City to directly engage our residents and local businesses and receive feedback on new ideas at the moment people are experiencing their streets in a new way.

Demonstration projects can also be done as standalone events (i.e., without a full open streets event).

Unlike open streets events, demonstration projects typically maintain vehicle access so community members are able to experience how an existing street could function with projects such as new crossings, bike lanes, and more. Demonstrating potential future projects enables the City to work with local stakeholders to test out infrastructure ideas for a day or a few weeks to inform permanent projects.



An ongoing open streets event, CicLAvia allows people to enjoy car-free streets throughout Los Angeles.

The City will look for opportunities to partner with neighboring jurisdictions, local stakeholders, and regional agencies like Metro and SCAG to plan and implement open streets events and demonstration projects.



SCAG's Go Human demonstration kit allows cities to test out design ideas, such as parking-protected Class IV separated bikeways.

Adopt-a-Road and Adopt-a-Trail Programs

Adopt-a-Road and Adopt-a-Trail programs provide an opportunity for community groups, businesses, or clubs to adopt a section of a road or trail. They then support their section of the road/trail with financial contributions and volunteer work. This offers residents a chance to keep roadways and trails near their neighborhood in good condition, and provides businesses the opportunity to enhance the streetscape near their place of business. The City will look into opportunities to partner with local organizations, groups, and businesses to enhance streetscape segments, and segments of the Coyote Creek and San Gabriel River Paths.

Community Cleanups and Tree Plantings

To augment the City's limited resources and promote clean, shaded streets, the City can leverage volunteer groups and community support with community cleanups, plantings, and other beautification efforts. Such programs could involve a partnership between the City and community-based organizations or corporate sponsors, especially to provide ongoing care for new trees and other plantings.



Community cleanups remove litter from streets and help foster connections.

The background of the entire page is a blue-tinted photograph of a residential street. In the foreground, there are several large, leafless trees with intricate branch structures. A paved path or road curves through the middle ground. In the background, there are houses, including a prominent white house with a dark roof and a small tower or cupola. The overall scene is peaceful and suburban.

Section 8

IMPLEMENTATION

“Would love to see Class I Shared paths.
Seniors are more likely to walk than bike
in general.”

Santa Fe Springs Resident

8. Implementation

This chapter provides a roadmap for achieving the vision and goals established at the beginning of the Plan by outlining a prioritization strategy, cost estimates, maintenance, and funding sources. The City of Santa Fe Springs is responsible for the implementation of active transportation infrastructure projects within the city boundaries, though in some cases, coordination with LA County Flood Control or other agencies may be needed. Programs to encourage walking, bicycling, and using other active modes or to provide safety education are the responsibility of City departments, in partnership with regional agencies such as SCAG. Additionally, a safer and more active Santa Fe Springs is not possible without the involvement of community members as our residents have invaluable local knowledge about the streets in our community. As the City moves forward with the implementation of active transportation projects identified in this Plan, additional community engagement and outreach will continue to be essential to the process.

The City will regularly evaluate how well performance measures set forth in this Plan are met and whether the recommendations established in this Plan still meet the needs of our residents and visitors in the future. The City aims to track progress on implementation annually, if feasible.

In addition, the recommendations in this Plan will be re-evaluated at least every five years to ensure that these still constitute best practices and reflect Santa Fe Springs' long-term vision for a safer and more active community.

ADMINISTRATION

CEQA

The California Environmental Quality Act (CEQA) provides a process for evaluating the environmental effects of plans or applicable projects undertaken or approved by public agencies. Active Transportation Plans, such as this one, are generally exempt from the CEQA process and do not require an Environmental Impact Report (EIR). Additionally, when implementing this Plan, specific projects that do not significantly alter land, water, or vegetation (e.g., striping bikeways or crosswalks) are also exempt from the environmental review process. For pedestrian and bicycle facilities that are not exempt from CEQA review but are initially shown to not have a significant impact on the environment, the City can file either a Categorical Exemption or a Mitigated Negative Declaration in lieu of completing an EIR. When implementing specific infrastructure projects, jurisdictions should consult CEQA guidelines and Senate Bill 1380 for further information.

Active Transportation Plan Compliance

The Active Transportation Program (ATP) is a Caltrans program with specific requirements for bicycle and/or pedestrian plans. Although Plans are no longer required to comply with the ATP guidelines in order to receive Caltrans funding, it is strongly recommended that communities have an approved Plan prior to applying for implementation funds. The Santa Fe Springs Active Transportation Plan is in compliance with ATP guidelines as shown in Appendix A.

PRIORITIZATION FRAMEWORK

To guide implementation, a prioritization framework was developed to evaluate proposed bicycle and pedestrian projects using the criteria outlined in Table 10. These criteria include safety, addressing barriers, ensuring facilities serve areas of high need, improving access to schools and other key destinations, and findings from public input. For each criterion, projects received an individual score; a composite score was developed based on the sum of all seven factors evaluated. Total scores falling within the top third are considered high priority projects; total scores falling in the middle third are considered medium priority; and scores falling in the lower third are considered lower priority projects.

This methodology enables the City to identify priority projects and phase the implementation of projects over the years. Some projects can also be implemented as part of routine roadway maintenance programs. Furthermore, this prioritization plan is aligned with the State's Active Transportation Program grant criteria, which is the primary source of state funding the City pursues for pedestrian and bicycle infrastructure.

Table 10. Prioritization Criteria

Criteria	Measure	Points
Safety	Within 500 feet of 4+ pedestrian-/bicyclist-involved collisions or 1 pedestrian/bicyclist fatality = 15 points	0, 5, 10, 15
	Within 500 feet of 2-3 pedestrian-/bicyclist-involved collisions = 10 points	
	Within 500 feet of 1 pedestrian-/bicyclist-involved collision = 5 points	
Barrier	Within 250 feet of a community-identified barrier = 10 points	0, 10
Equity	Projects that are located within a disadvantaged community, as defined by CalEnviroScreen 3.0. Points are based on the CES Percentile (0-100%): 0-9% = 1 point; 10-19% = 2 points, etc.	1 - 10

Criteria	Measure	Points
Destination Accessibility	Within 500 feet of a park, school, library, neighborhood retail, high ridership bus stop, or transit stop. Points are based on number of destinations within 500 feet, up to 10 destinations.	0 - 10
Community-Identified Need	Projects that were identified through multiple engagement efforts with unique stakeholders.	0 - 10
Cost	Projects that are lower cost will generally present fewer barriers to implementation, and thus receive more points based on this threshold: Low = 10 points, Medium = 5 points, High = 0 points	0, 5, 10
Ease of Implementation	Projects that require minimal infrastructure present fewer barriers to implementation, and thus receive more points based on this threshold: Easy = 10 points, Somewhat Easy = 5 points, Not Easy = 0 points	0, 5, 10
Maximum Possible Points		75

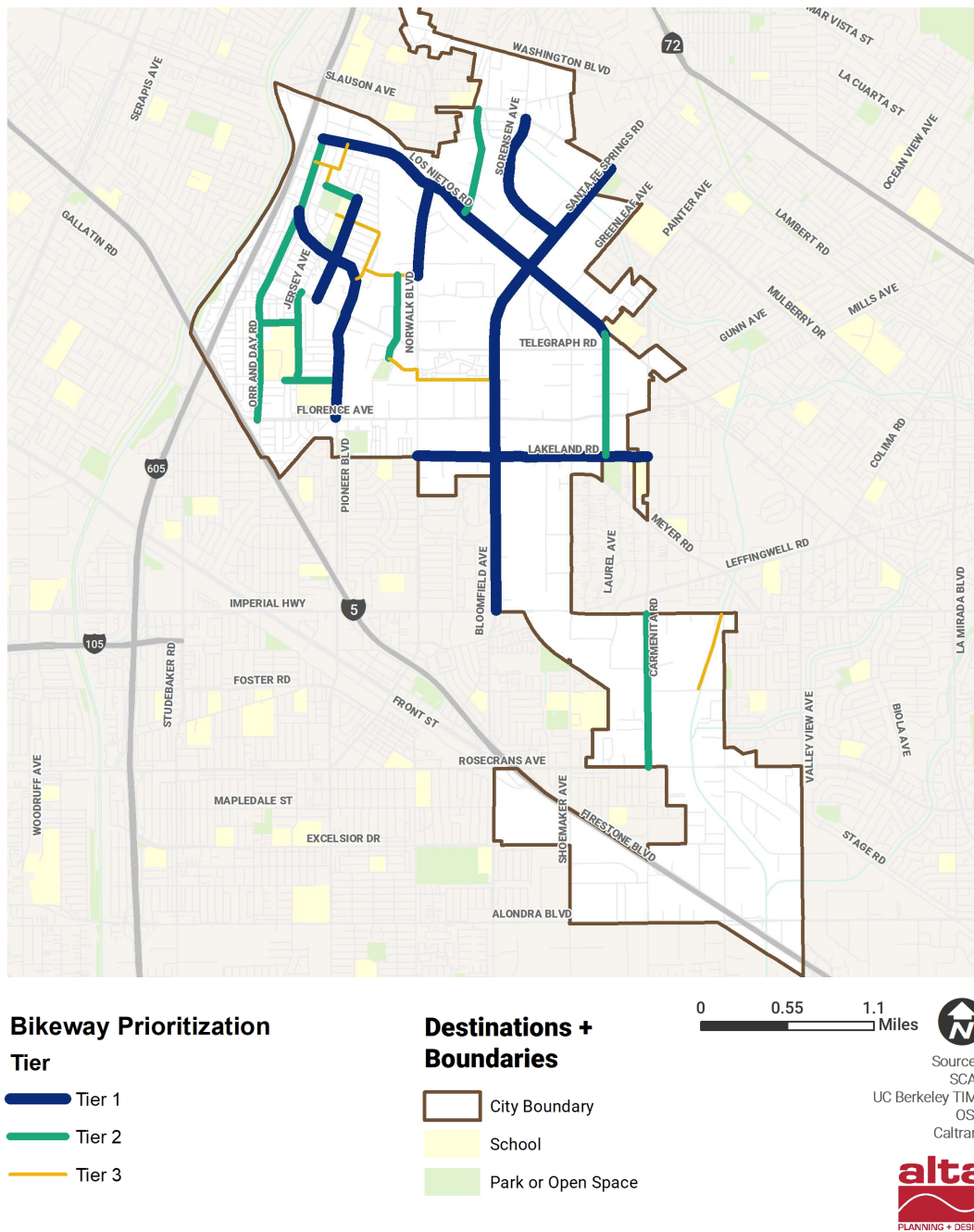
The prioritization list acts as a guide to implementation for the City. When funding sources become available, the City will take all available opportunities to propose the most competitive projects. Should opportunities arise to complete projects on lower tiers of the prioritization list, they will be taken. For example, if a new development is required to provide a public benefit along these corridors, proposed bikeways or sidewalks can be considered as an option. If the City plans to repave a corridor that has a recommended bikeway or pedestrian project in this Plan, the City will explore ways to install facilities as the street is repaved.

Projects were given one of three priorities:

- **Tier 1: High Priority Projects.** These are projects that the City will actively seek funding for and dedicate resources to planning and implementation in the immediate years following adoption of this Plan. Timelines for outreach, and identification of funding sources will be a high priority and immediate next step. The Tier 1 projects that are lower-scale and cost will be considered for implementation in the coming fiscal years.
- **Tier 2: Priority Projects.** These are projects that the City will maintain as potential priority improvements, once funding sources (such as developer impact fees or grants) become available. The City's repaving plans will also take these projects into account as repaving occurs. These projects may be combined with Tier 1 projects to strengthen the network and gap closure portions of grant applications, and to complement other projects.

- **Tier 3: Other Projects.** These are projects that the City will pursue longer-term and are lower priority than Tier 1 and 2 projects. However, should the City have the opportunity to implement projects from any of the three tiers at any time, we will work to develop these projects in order to close network gaps and improve walking, biking, and connecting to transit.

Figure 26. Recommended Bicycle Projects by Prioritization Tier





Prioritized Bicycle Projects

Figure 26 shows the recommended bicycle projects throughout the city based on prioritization score. The following tables list Tier 1, 2, and 3 projects among the recommended bikeways, including planning-level cost estimates.

Table 11. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 1

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Pioneer Boulevard	Orr and Day Road	Telegraph Road	Class III Bicycle Route	0.86	Low	57
Slauson Avenue	West City Limits	East City Limits	Class III Bicycle Route	0.90	Low	56
Alburtis Avenue	Broaded Street	Telegraph Road	Class IIIB Bicycle Boulevard	0.70	Medium	54
Pioneer Boulevard	Telegraph Road	Lakeland Road	Class IIB Buffered Bicycle Lane	0.67	Low	53
Santa Fe Springs Road	Slauson Avenue	Los Nietos Road	Class III Bicycle Route	0.83	Low	51
Los Nietos Road	Pioneer Boulevard	Telegraph Road	Class IIB Buffered Bicycle Lane	2.29	Low	51
Lakeland Road	Pioneer Boulevard	Carmenita Road	Class IIB Buffered Bicycle Lane	1.50	Medium	47
Santa Fe Springs Road	Los Nietos Road	Telegraph Road	Class IIB Buffered Bicycle Lane	0.54	Low	45
Sorensen Avenue	Slauson Avenue	Santa Fe Springs Road	Class IIB Buffered Bicycle Lane	0.92	Low	45
Norwalk Boulevard	Los Nietos Road	Smith Avenue	Class IIB Buffered Bicycle Lane	0.60	Low	45

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Bloomfield Avenue	Telegraph Road	Imperial Highway	Class IIB Buffered Bicycle Lane	1.75	Low	45
TOTAL				11.55		

Table 12. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 2

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Jersey Avenue	Telegraph Road	Clarkman Street	Class IIIB Bicycle Boulevard	0.58	Medium	43
Heritage Park Drive	Telegraph Road	Mora Drive	Class III Bicycle Route	0.14	Low	41
Geary Avenue	Smith Avenue	Telegraph Road	Class II Bicycle Lane	0.41	Low	40
Joslin Street	Orr and Day Road	Jersey Avenue	Class IIIB Bicycle Boulevard	0.25	Medium	40
Carmenita Road	Imperial Highway	Rosecrans Avenue	Class IIB Buffered Bicycle Lane	1.00	Low	40
Painter Avenue	Los Nietos Road	Lakeland Road	Class IIB Buffered Bicycle Lane	0.79	Medium	37
Broaded Street	Millergrove Drive	Alburtis Avenue	Class III Bicycle Route	0.22	Low	37
Orr and Day Road	Los Nietos Road	Florence Avenue	Class I Shared-Use Path	1.93	High	36

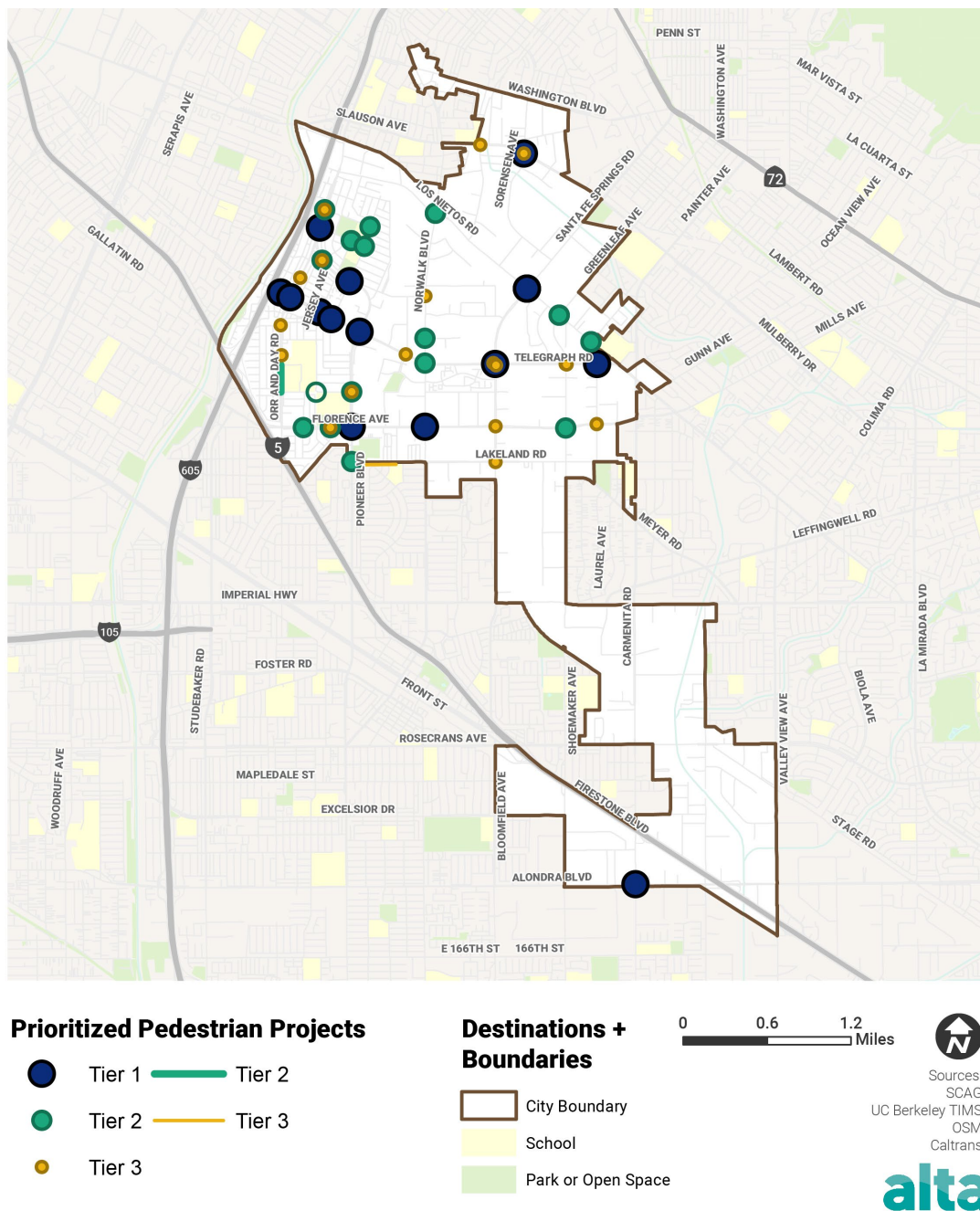
Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Clarkman Street	Roseton Avenue	Pioneer Boulevard	Class III Bicycle Route	0.34	Low	36
Dice Road	Slauson Avenue	Los Nietos Road	Class IIB Buffered Bicycle Lane	0.69	Low	36
TOTAL				6.34		

Table 13. Recommended Bicycle Projects Including Length and Cost Estimates: Tier 3

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Norwalk Boulevard	Mora Drive	Clark Street	Class III Bicycle Route	0.07	Low	35
Bluejay Lane	Pioneer Boulevard	Morrill Avenue	Class III Bicycle Route	0.16	Low	35
Charlesworth Road	Jersey Avenue	Arlee Avenue	Class III Bicycle Route	0.30	Low	33
Mora Drive	Heritage Park Dr	Norwalk Boulevard	Class III Bicycle Route	0.21	Low	31
Millergrove Drive	Bluejay Lane	Broadened Street	Class III Bicycle Route	0.13	Low	31
Arlee Avenue	Charlesworth Road	Pioneer Boulevard	Class III Bicycle Route	0.34	Low	30
Smith Avenue	Arlee Avenue	Norwalk Boulevard	Class II Bicycle Lane	0.35	Low	30
Clark Street	Norwalk Boulevard	Bloomfield Avenue	Class III Bicycle Route	0.50	Low	30
Morrill Avenue	Los Nietos Road	Bluejay Lane	Class III Bicycle Route	0.17	Low	30

Corridor	From	To	Facility Type	Length (Miles)	Cost Estimate	Priority Score
Coyote Creek Bike Path	Imperial Highway	Foster Road	Class I Shared-Use Path	0.51	High	20
TOTAL				2.73		

Figure 27. Prioritized Pedestrian Projects





Prioritized Pedestrian Projects

Figure 27 shows the recommended pedestrian projects throughout the city based on prioritization score. The following tables highlight Tier 1, 2, and 3 projects among the recommended pedestrian projects, including planning-level cost estimates.

Table 14. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: Tier 1

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Telegraph Road	Bartley Avenue/I-605 on-ramp	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	56
Telegraph Road	Orr and Day Road	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	56
Slauson Avenue	Sorensen Avenue	-	Crossing Facilities	Enhance to high-visibility crosswalks	Low	55
Telegraph Road	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	55
Florence Avenue	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	55
Telegraph Road	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	53
Florence Avenue	Pioneer Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	53
Pioneer Boulevard	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalk	Low	51
Telegraph Road	Pioneer Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	51
Los Nietos Road	Santa Fe Springs Road	-	Curb Treatments	Add tactile dome pads on all corners	Low	50
			Crossing Facilities	Enhance high-visibility crosswalks	Low	50

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Pioneer Boulevard	Charlesworth Road	-	Crossing Facilities	Enhance high-visibility crosswalk	Low	50
Telegraph Road	Jersey Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	50
Telegraph Road	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	50
Alondra Boulevard	Carmenita Road	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	50

Table 15. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: *Tier 2*

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Broaded Street	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	47
Los Nietos Road	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Los Nietos Road	Norwalk Boulevard	-	Curb Treatments	Add tactile dome pads on northwest and southwest curb cuts	Low	45
Los Nietos Road	Greenleaf Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Los Nietos Road	Greenleaf Avenue	-	Curb Treatments	Add tactile dome pads on northwest and northeast corners	Low	45
Pioneer Boulevard	Broaded Street	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Pioneer Boulevard	Whiteland Street	-	Crossing Facilities	Enhance high-visibility crosswalk	Low	45
Telegraph Road	Norwalk Boulevard	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Norwalk Boulevard	Hawkins Street	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Clarkman Street Walking Path	Jersey Avenue	-	Curb Treatments	Add curb ramps at east and west ends of existing walkway	Low	45
Florence Avenue	Shoemaker Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	45
Pioneer Boulevard	Clarkman Street	-	Crossing Facilities	Add high-visibility crosswalks to west and north legs	Low	44
Florence Avenue	Roseton Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	44
Pioneer Boulevard	Lakeland Road	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	44

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Orr and Day Road	High School Driveway	Clarkman Street	Green Infrastructure	Add grates over tree wells to make sidewalk ADA accessible	Medium	44
Charlesworth Road	Jersey Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	43
Florence Avenue	Ringwood Avenue	-	Crossing Facilities	Add high-visibility crosswalks on north, south, and west legs	Low	43
Florence Avenue	Ringwood Avenue	-	Crossing Facilities	Install advance yield markings on either side of crosswalk across Florence	Low	43
Charlesworth Road	Alburtis Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	42
Los Nietos Road	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	41
Los Nietos Road	Painter Avenue	-	Curb Treatments	Add tactile dome pads on all corners	Low	41

Table 16. Recommended Pedestrian Projects Including Quantity, Length, and Cost Estimate: *Tier 3*

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Telegraph Road	Geary Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Norwalk Boulevard	Smith Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Telegraph Road	Bloomfield Avenue	-	Transit Stop Amenities	Add bus shelter and bench at northwest stop	Medium	40

Street	From (or Cross Street)	To	Facility Category	Description	Cost Estimate	Priority Score
Telegraph Road	Bloomfield Avenue	-	Transit Stop Amenities	Add bus shelter and bench at southeast stop	Medium	40
Telegraph Road	Greenleaf Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Orr and Day Road	Dunning Street	-	Transit Stop Amenities	Add bus shelter and bench at southeast stop	Medium	40
Florence Avenue	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Florence Avenue	Painter Avenue	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	40
Lakeland Road	Bloomfield Avenue	-	Crossing Facilities	Enhance high-visibility crosswalk	Low	40
Slauson Avenue	Dice Road	-	Crossing Facilities	Enhance high-visibility crosswalks	Low	36
Pioneer Boulevard	Whiteland Street	-	Signals & Beacons	Install RRFB at existing crosswalk	Medium	35
Pioneer Boulevard	Clarkman Street	-	Signals & Beacons	Install RRFB on both sides of crosswalk	Medium	34
Orr and Day Road	Davenrich Street	-	Signals & Beacons	Install RRFB on both sides of crossing	Medium	33
Florence Avenue	Ringwood Avenue	-	Signals & Beacons	Install RRFB on both sides of crosswalk across Florence	Medium	33
Slauson Avenue	Sorensen Avenue	-	Crossing Facilities	Extend existing medians to include a refuge island	High	30
Orr and Day Road	Flossmoor Road	-	Signals & Beacons	Install RRFB on both sides of crosswalk	Medium	30
Telegraph Road	Greenleaf Avenue	-	Transit Stop Amenities	Add bus shelter and bench at southeast stop	Medium	30
Lakeland Road	Pioneer Boulevard	Fulton Wells Avenue	Sidewalks & Paths	Add sidewalk to north side of street	High	30
Pioneer Boulevard	Broaded Street	-	Curb Treatments	Add curb ramp at southwest corner	High	25

MAINTENANCE AND OPERATIONS

Maintaining active transportation networks is equally as important as building them in the first place. Keeping infrastructure in good working order enables communities to derive an ongoing return on their investment, while demonstrating cities' ongoing commitment to providing a safe and functional system for their residents and visitors.

Regular active transportation facility maintenance includes sweeping, maintaining a smooth pavement and street surface, ensuring that the gutter-to-pavement transition remains relatively flush, trash collection, and restriping. Maintenance costs almost exclusively rely on local funding. Typical costs for maintenance activities and budget set aside for maintenance programs are listed in the tables below (see Table 17 and Table 18).

Additional information regarding maintenance and operations of active transportation facilities can be found in Appendix C: Maintenance and Operations.

Table 17. Average Maintenance Activity Costs

Maintenance Activity	Average Replacement Value
Sidewalk Repair	\$12 per square foot
Asphalt Path	\$110 per ton

Table 18. Average Maintenance Program Budget

Maintenance Activity	Average Annual Budget
Sidewalk Repair	\$25,000
Signage and Striping	\$35,000
ADA Upgrade Projects	As-needed

FUNDING

Coordination with Other Agencies & Departments

Santa Fe Springs neighbors other jurisdictions, including Los Angeles County and the cities of Downey, Norwalk, Whittier, Pico Rivera, La Mirada, and Cerritos. The City of Santa Fe Springs will continue to work with adjacent cities and the County to align priorities for projects where facilities abut boundaries. The City also commits to continue integrating active transportation projects with the regional network of walkways and bikeways in partnership with county agencies and regional bodies such as SCAG and Metro. Lastly, as Caltrans is a large funding source for active transportation projects within the states, and further maintains freeways inside the Santa Fe Springs boundaries, additional coordination with this agency is important.

Funding Sources

As with many jurisdictions in the region, Santa Fe Springs relies heavily on regional, state, and federal funding sources to implement bicycle and pedestrian infrastructure projects and programs. Typically, these dollars are distributed to jurisdictions throughout California through competitive grant processes.

Transportation funding can change drastically when there are modifications to policies and new taxes and fees are adopted. In 2017, state-level funding for transportation grew through increases in the statewide gas tax and vehicle registration fee (SB 1). The California State Legislature passed these increases to address the growing backlog of roadway maintenance issues statewide, coupled with the adoption of several climate initiatives, such as cap-and-trade, which brings new revenue to the state from the sale and transfer of emission credits.

Federal transportation funding is primarily secured through grant programs run by state and regional agencies such as Metro, SCAG, and Caltrans. Federal funding is perhaps the most uncertain, as the primary federal source of funding—the gas tax—has not been raised since 1993. Federal revenue for transportation is allocated through the federal surface transportation bill, which is developed and authorized by Congress infrequently.

A list of potential funding sources and the types of projects eligible for these sources is provided in Table 19; additional details about each funding source are available in Appendix B. Sources that the City will prioritize are highlighted with a gold star. As the funding environment is constantly changing, many of the sources identified may be discontinued or new funding opportunities may become available. City staff will remain vigilant and maintain focus on adapting to secure funding from sources of revenue as opportunities arise.

Table 19. Funding Sources

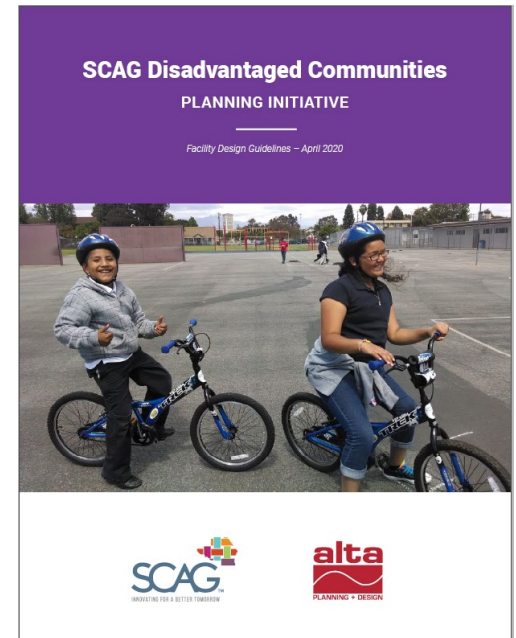
	FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
Federal Sources										
	Fixing America's Surface Transportation Act (FHWA)	✓	✓	✓	✓		✓		✓	
	Congestion Mitigation and Air Quality Improvement Program (FHWA)	✓	✓	✓	✓					
	Bus and Bus Facilities Grant Program (FTA)	✓				✓		✓		
☆	Highway Safety Improvement Program (HSIP)	✓	✓		✓	✓	✓			
	Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grants (USDOT)	✓	✓	✓			✓	✓	✓	
	Community Development Block Grant (CDBG) Program (US HUD)	✓	✓	✓			✓			
	National Priority Safety Program (NHTSA)								✓	
	Our Town (National Endowment for the Arts)		✓						✓	✓
	Urbanized Area Formula Program (FTA)					✓		✓		
	Pilot Program for Transit-Oriented Development (TOD) Planning (FTA)					✓				✓
State Sources										
☆	Active Transportation Program (CTC)	✓	✓	✓	✓	✓	✓		✓	
☆	Sustainable Transportation Planning Grants (Caltrans)									✓
	Transportation Development Act Article III (SB 821, Caltrans)	✓	✓	✓	✓	✓	✓			

	FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
	State Transportation Improvement Program (CTC)	✓	✓	✓			✓			
	Local Partnership Program (CTC)	✓	✓		✓	✓	✓		✓	
	Solutions for Congested Corridors (CTC)	✓	✓	✓			✓			
★	Office of Traffic Safety (CA OTS)								✓	
	Environmental Enhancement and Mitigation Funds (CA NRA)			✓						
	Recreational Trails Program (CA DPR)			✓						
★	Affordable Housing & Sustainable Communities (CA HCD)	✓	✓			✓	✓	✓	✓	
	Urban Greening Grants (CA NRA)	✓	✓	✓	✓	✓	✓			
	Land and Water Conservation Fund (CA DPR)			✓						
	Habitat Conservation Fund			✓						
	Road Maintenance and Rehabilitation Program (Controller's Office)	✓	✓		✓	✓				✓
	Coastal Conservancy Proposition 1 Grants (SCC)	✓	✓	✓			✓			
	Regional + Local Sources									
★	Sustainability Planning Grant (SCAG)				✓	✓				✓
	Benefit Assessment Districts	✓	✓	✓			✓	✓		

FUNDING SOURCE	On-Street Bikeways	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Bicycle Parking Facilities	Programs	Studies
Community Facilities Districts or Mello-Roos	✓	✓	✓			✓			
Enhanced Infrastructure Financing District (EIFD)	✓	✓	✓			✓			
Metro Local Return Program (LA Metro)	✓		✓	✓	✓	✓	✓	✓	
Metro Call for Projects (LA Metro)	✓	✓	✓		✓	✓	✓		
Metro Active Transport, Transit and First/Last Mile (MAT) Program (LA Metro)	✓	✓	✓		✓	✓			
★ Metro Open Streets Program (LA Metro)								✓	
Private Sources									
Community Grant Program (PeopleForBikes)	✓		✓				✓		
Plan4Health Coalitions (APA & APHA)									✓
Doppelt Family Trail Development Fund (Rails-to-Trails Conservancy)			✓						
10-Minute Walk Campaign (National Recreation and Park Association)									✓
American Greenways Eastman Kodak Awards (Getches-Wilkinson Center)			✓						✓

DESIGN GUIDELINES

As part of the Disadvantaged Communities Planning Initiative, SCAG and the project team prepared a set of **Facility Design Guidelines** that participating communities may use to create a pedestrian- and bicycle-friendly, safe, and accessible community. These guidelines are not a substitute for a more thorough evaluation by a professional upon implementation of facility improvements, but instead offer an overview of best practices established across the nation. The guidelines build off of national and state guidance, and are not intended to replace existing state or national mandatory or advisory standards nor the exercise of engineering judgment by licensed professionals, but will instead help inform the City's decisions when evaluating new projects. National and state design guidance and details can be found in the following documents.



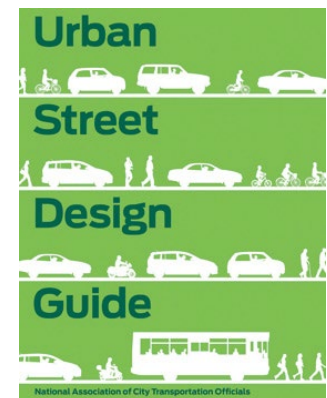
National Guidance

The American Association of State Highway and Transportation Officials (AASHTO) **Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004)** provides comprehensive guidance on planning and designing for people on foot and using other mobility devices such as wheelchairs.

Offering similar guidance for bicycle facility design, the **AASHTO Guide for the Development of Bicycle Facilities (2012)** provides guidance on dimensions, use, and layout of specific bicycle facilities.

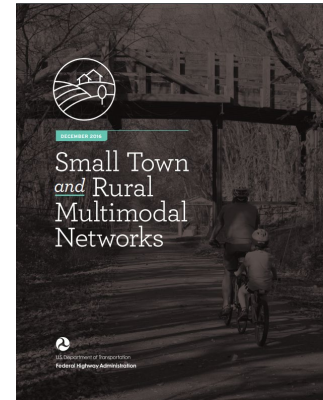
The **National Association of City Transportation Officials' (NACTO) Urban Street Design Guide (2013)** is the newest publication of nationally recognized urban street design standards, and offers guidance on the current state of the practice designs.

AASHTO's **A Policy on Geometric Design of Highways and Streets (2011)**, commonly referred to as the "Green Book," contains current design research and practices for highway and street geometric design.



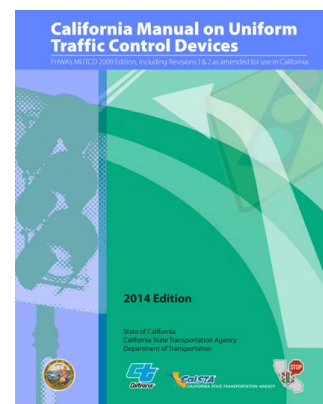
Separated Bike Lane Planning and Design Guide (2015) is the latest national guidance on the planning and design of separated bike lane facilities released by the Federal Highway Administration (FHWA). The resource documents best practices as demonstrated around the U.S., and offers ideas on future areas of research, evaluation and design flexibility.

The FHWA's **Small Town and Rural Multimodal Networks Report (2016)** is a resource to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. It provides an overview of bicycle and pedestrian designs for these communities, as well as examples of peer communities.



State Guidance

The **California Manual on Uniform Traffic Control Devices (CA MUTCD) (2014)** is an amended version of the FHWA MUTCD 2009 edition modified for use in California. While standards presented in the CA MUTCD substantially conform to the FHWA MUTCD, the state of California follows local practices, laws, and requirements with regards to signing, striping, and other traffic control devices. As of publication, the document has been published as Revision 4 in March 2019.



The **California Highway Design Manual (HDM) (Updated 2015)** establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation.

Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010) is a reference guide presenting information and concepts related to improving conditions for pedestrians and bicycle riders at major intersections and interchanges. The guide can be used to inform minor signage and striping changes to intersections, as well as major changes and designs for new intersections.

Main Street, California: A Guide for Improving Community and Transportation Vitality (2013) reflects California's current manuals and policies that improve multimodal access, livability, and sustainability

within the transportation system. The guide recognizes the overlapping and sometimes competing needs of main streets, especially those that are operated as part of the State's highway system.

Caltrans produced a memorandum entitled **Design Flexibility in Multimodal Design (2014)** that encourages flexibility in highway design. The memo stated that "Publications such as NACTO's Urban Street Design Guide and Urban Bikeway Design Guide... are resources that Caltrans and local entities can reference when making planning and design decisions on the State highway system and local streets and roads."

Section 9

APPENDIX

9. Appendix

APPENDIX A: ATP COMPLIANCE CHECKLIST

Subject	Requirement	Section(s)
Mode Share	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Chapters 3 & 6
Description of Land Use/Destinations	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Chapter 3
Pedestrian Facilities	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Chapters 4 & 6
Bicycle Facilities	A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Chapters 4 & 6
Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapters 4 & 6

Subject	Requirement	Section(s)
Wayfinding	A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Chapters 4 & 6
Non-Infrastructure	A description of existing and proposed bicycle and pedestrian engagement, education, encouragement, and evaluation programs conducted in the area included within the plan.	Chapters 4 & 7
Collision Analysis	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Chapters 4 & 6
Equity Analysis	Identify census tracts that are considered to be disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents.	Chapter 3
Community Engagement	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Chapter 5
Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Chapter 3
Prioritization	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapter 8
Funding	A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.	Chapter 8 & Appendix B
Implementation	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency	Chapter 8

Subject	Requirement	Section(s)
	and community informed of the progress being made in implementing the plan.	
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting	Chapter 8 & Appendix C
Resolution	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix E

APPENDIX B: FUNDING SOURCES

Federal Sources

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects. This means states and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (i.e. for at least five years).

The law makes changes and reforms to many Federal transportation programs. For example, it allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the Urban Bikeway Design Guide by the National Association of City Transportation Officials.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. Funded projects must work to reduce congestion and improve area quality in nonattainment or maintenance zones for ozone, carbon monoxide or particulate matter. CMAQ funds can be used for bicycle and pedestrian projects that are included in the metropolitan planning organization's (MPO) current transportation plan and transportation improvement program (TIP). Projects can include bicycle and pedestrian facilities that are not exclusively recreational and for outreach related to safe bicycle use. Studies that are part of the project development pipeline (e.g., preliminary engineering) are also eligible for funding.

CMAQ funding is administered at the local level through the Southern California Association of Governments (SCAG). These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage bicycle transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority.

BUS AND BUS FACILITIES GRANT PROGRAM

The Federal Transit Administration (FTA) offers formula allocations and grants to a variety of organizations, including local governments, to pay for buses and related facilities. Agencies can use these funds to pay for bicycle routes to transit, bike racks, bike shelters, and bicycle equipment for public transportation vehicles.



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

This federal program provides funding to states for projects that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Eligible projects include pedestrian safety improvements, traffic calming projects, and crossing treatments in school zones. Non-infrastructure projects are not eligible. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. Funding is available up to \$10 million and requires a 10% match.

[Learn more about how the HSIP funding is awarded in California.](#)

BETTER UTILIZATION INVESTMENTS TO LEVERAGE DEVELOPMENT DISCRETIONARY GRANT (BUILD)

The BUILD (formerly TIGER) reimbursement grant, available through the U.S. Department of Transportation, allows sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional funding initiatives. Eligible projects include: recreational trails, road diets, separated bike lanes, shared use paths, sidewalks, signal improvements, signed pedestrian or bicycle routes, traffic calming, trailside and trailhead facilities, bicycle parking, racks, repair stations, storage, and bike share programs. A program of projects can be assembled and should demonstrate significant regional impacts and be construction-ready. The minimum grant request in rural areas is \$1 million and in urban areas it is \$5 million.

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

This program funds local development activities, such as affordable housing and anti-poverty programs, in low-to-moderate-income communities, as well as supporting infrastructure. Funds can be used to acquire property and build public facilities such as streets, sidewalks, and recreational facilities. This federal program is administered by the State who makes funds available to eligible agencies (cities and counties).

NATIONAL PRIORITY SAFETY PROGRAM

This program encourages States to address national priorities for reducing highway deaths and injuries through a variety of programs including non-motorized safety. Grants are awarded to State Highway Safety agencies for implementation or disbursement.

OUR TOWN

The Our Town grant program supports creative placemaking projects that help to transform communities into lively, beautiful, and resilient places – achieving these community goals through strategies that incorporate arts, culture, and/or design. Creative placemaking is when art is deliberately integrated into community revitalization work - placing arts at the table with land-use, transportation, economic development, education, housing, infrastructure, and public safety strategies. Grant applicants require partnerships between arts organizations and government, other nonprofit organizations, and private entities. Funding ranges between \$25,000 to \$200,000 per project.

URBANIZED AREA FORMULA PROGRAM

This program makes federal resources available to urbanized areas for transit capital and transit-related planning. An urbanized area is an incorporated area with a population of 50,000 or more. A 20% match is required; however, bicycle facilities, including routes to transit, bike racks, shelters and equipment and can receive a 95% federal share for the first 1% of program funds.

PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT PLANNING

This program supports public transportation by providing funding to local communities to integrate land use and transit connections. Projects must improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

State Sources



ACTIVE TRANSPORTATION PROGRAM (ATP)

California's Active Transportation Program (ATP) funds infrastructure and program projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years. Eligible projects include bicycling and walking facilities, new or expanded programmatic activities, or

projects that include a combination of infrastructure and non-infrastructure components. Funding for DACs is prioritized. The minimum request for projects is \$250,000. [Learn more about ATP.](#)



SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM

The Sustainable Transportation Planning Grant Program supports transportation planning processes which address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities, to all levels of government. The Strategic Partnership Grants fund regional agencies to address state highway system deficiencies, strengthen government relationships, and result in programmed system improvements. The Sustainable Communities Grants fund a variety of projects at all levels of government, including concept design. Projects are expected to “identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements.” [Learn more about this Caltrans funding opportunity.](#)

TRANSPORTATION DEVELOPMENT ACT (TDA) / ARTICLE III (SB 821)

The Transportation Development Act (TDA) Article III (SB 821) uses monies collected from the state gasoline tax to provide grants through Regional Transportation Planning agencies to fund transportation improvements. The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for allocating this money on a per capita basis to cities within Los Angeles County with a focus on active transportation and public transit development. These cities have the option to either draw down the funds or to place them on reserve.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

STIP funds are available for new construction projects that add capacity to the transportation network. Funding is a mix of state, federal, and local taxes and fees; and consists of two components: Caltrans’ Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies’ Regional Transportation Improvement Program (RTIP). Pedestrian and bicycle projects may be programmed under ITIP and RTIP.

LOCAL PARTNERSHIP PROGRAM

This program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million

annually to fund transportation improvement projects including biking, walking, safety and health-related projects.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

The program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. All projects nominated must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan.



OFFICE OF TRAFFIC SAFETY GRANTS

These grants can be used to fund existing or new traffic safety programs. Proposals should include the seriousness of the problem, crash statistics, and potential traffic safety impacts. Grants for bicycle and pedestrian safety programs have included bicycle rodeos education programs in schools, free helmets, education for older adults, and Vision Zero outreach, among others. [Learn more about the California Office of Traffic Safety \(OTS\) grants here.](#)

ENVIRONMENTAL ENHANCEMENT AND MITIGATION FUNDS

The California Natural Resources Agency provides grants to projects that indirectly mitigate the environmental impacts of new transportation facilities. Funds are available for land acquisition and construction and should fall into one of the following three categories: urban forestry projects, resource lands projects, or mitigation projects beyond the scope of the lead agency. The local Caltrans district must support the project. The average award amount is \$250,000.

RECREATIONAL TRAILS PROGRAM

This program provides funding to develop and maintain recreational trails and facilities. Funding can be used for: maintenance and restoration of existing trails; purchase and lease of trail construction and maintenance equipment; construction of new trails, including unpaved trails; acquisition of easements or property; or operation of educational programs to promote safety and environmental protection. The State Department of Parks and Recreation administers the funds and requires a 12% local match.

★ AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

This program provides grants and affordable housing loans for transit-oriented development and related infrastructure and programs that reduce greenhouse gas emissions. Bikeway, walkway, and trail projects are key elements of successful affordable housing grant applications and must connect the housing site to transit or other key destinations (school, health care, etc.). At least 50% of AHSC Program funds must be for affordable housing (which includes affordable housing developments or housing-related infrastructure). Funding amounts for sustainable transportation infrastructure vary depending on project type. [Visit the California Department of Housing and Community Development to learn more.](#)

★ URBAN GREENING GRANTS

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria: sequester and store carbon by planting trees; reduce building energy use through shade trees; or reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways, parks, urban heat island mitigation, and non-motorized urban trails that integrate or mimic natural systems. Projects must be able to demonstrate a reduction in GHG emissions using CARB's approved methodology.

Funds are programmed by the California Natural Resources Agency. Approximately \$28.5 million of funding is available; no minimum or maximum amount of funding must be requested. Funding for DACs and low-income communities is prioritized. [Learn more about the Urban Greening Grant here.](#)

LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. In California, the fund is administered by the California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While nonprofits are ineligible, they are allowed to apply in partnerships with eligible agencies. Applicants must fund the project entirely and will be reimbursed for half of the cost.

HABITAT CONSERVATION FUND

This fund allocates approximately \$2 million each year to cities, counties, and districts for nature interpretation programs to bring urban residents into park and wildlife areas, protection of various plant

and animal species, and the acquisition and development of wildlife corridors and trails. Funds are available for trail maintenance, interpretive signage, lighting, and waysides. The program requires a 50% match.

ROAD MAINTENANCE AND REHABILITATION PROGRAM (SB 1)

Senate Bill 1 (SB1) created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions. Funds are programmed by the State Controller's Office with guidance from the CTC.

COASTAL CONSERVANCY PROPOSITION 1 GRANTS

These grants fund ecosystem and watershed protection and restoration projects focused on water sustainability, wetland restoration and urban greening. These grants can be used for the urban greening or water sustainability elements incorporated in bikeway, walkway and trail projects and funding can be used for planning, land acquisition, and construction though there is a focus on supporting projects that will be quickly built.

Regional & Local Sources



SUSTAINABILITY PLANNING GRANT

The program provides technical assistance and a variety of grants to SCAG member jurisdictions. Grants are available in three categories: Integrated Land Use (Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration); Active Transportation (Bicycle, Pedestrian and Safe Routes to School Plans); and Green Region (Natural Resource Plans, Climate Action Plans (CAPs) and Greenhouse Gas (GHG) Reduction programs). The program also funds quick-build projects. [Learn more about SCAG's Sustainability Planning Grant.](#)

BENEFIT ASSESSMENT DISTRICTS

Benefit Assessment Districts are used by local governments in California to pay for the cost of providing services to a community. Charges to the community are based on the concept of assessing only those properties that directly benefit from the service. Bikeways, walkways, trails, and related facilities can be funded; however, care must be taken when defining the community boundary as active transportation projects have regional benefits.

COMMUNITY FACILITIES DISTRICTS OR MELLO-ROOS

The Mello-Roos Community Facilities Act allows any county, city, special district, school district, or joint powers of authority to establish a Community Facility Districts (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. Through the process of creating the local goals for a CFD, there is flexibility in how the funds are used. For example, the City of Sacramento included bicycle services in their CDF that included bicycle racks and lockers at public civic uses, bicycle racks on transit vehicles, bikeshare programs, electrified bicycle promotion, and bicycle fairs.

ENHANCED INFRASTRUCTURE FINANCING DISTRICTS (EIFD)

EIFDs were approved by the California Legislature in 2015 to allow communities to establish specific districts in which they can collect local property tax revenues to fund local infrastructure projects.

METRO LOCAL RETURN PROGRAMS

Proposition A, Proposition C, Measure R, and Measure M Local Return programs are each one-half cent sales taxes that finance countywide transit development. Metro is responsible for distributing a certain proportion of the tax revenues to cities and counties to develop and improve public transit, paratransit, and related transportation infrastructure. Funds from Propositions C, R, and M can be used for bicycle-related uses such as infrastructure, signage, bicycle sharing, and education efforts. These Local Return Funds are distributed monthly to jurisdictions on a per capita basis.

METRO CALL FOR PROJECTS

Metro periodically accepts Call-for-Projects applications in eight modal categories to promote pedestrian projects that encourage walking as a viable form of transportation. Eligible projects may include: sidewalk construction, extensions and widening; curb ramps (as part of sidewalk reconstruction); enhanced pedestrian crossing features; landscaping; signage; lighting; and street furniture. Improvements must be for the use of the general public, located within a public right-of-way in a public easement, or some other guarantee of public use. Design and right-of-way acquisition are eligible expenses as long as they are directly related to and part of the project's construction.

METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM

Established by Measure M, the MAT Program is expected to fund more than \$857 million (in 2015 dollars) in active transportation infrastructure projects over the course of 40 years. The Program operates in two to five-year cycles.



METRO OPEN STREETS PROGRAM

Metro will allocate up to \$2 million annually, through a competitive application process, to fund local Open Streets events in Los Angeles County cities. Any city/jurisdiction or multi-jurisdictional team can apply for a maximum of \$500,000 per single event.

Private Sources

PEOPLEFORBIKES COMMUNITY GRANT PROGRAM

This grant program is funded by members of the bicycle industry who want to make it easier and safer for people of all ages and abilities to ride. This program supports bicycle infrastructure projects including bike paths, lanes, trails, and bridges, as well as bike parks and pump tracks. Also included are end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage. Funding can be used for engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs. The grant provides up to \$10,000, and while it does not require a match, the grant should be no more than 50% of the projects overall budget.

PLAN4HEALTH COALITIONS

The American Planning Association (APA) and the American Public Health Association (APHA) work to build local capacity in addressing population health goals and promoting the inclusion of health in non-traditional sectors such as transportation. Each proposal must address inactivity, unhealthy diets and/or health equity. Awards average \$150,000, and no more than two awards will be granted in a single state.

DOPPELT FAMILY TRAIL DEVELOPMENT FUND

This fund, overseen by the Rails-to-Trails Conservancy, offers two types of grants. The first, Community Support Grants, help nonprofit organizations or "Friends of the Trail" groups that need funding to get trail development or trail improvement efforts off the ground. Awards range from \$5,000 - \$10,000. The second, Project Transformation Grants, enables organizations to complete a significant trail development or improvement project. Projects on rail-trails and rails-with-trails are given preference, but not required. Awards range from \$15,000 - \$50,000.

10-MINUTE WALK CAMPAIGN

The 10-Minute Walk Campaign offers grants and technical assistance to help cities increase access to high-quality parks within a 10-minute walk.

AMERICAN GREENWAYS EASTMAN KODAK AWARDS

This national program provides small grants (\$500-\$2,500) to local, regional, or statewide non-profit organizations to support the planning and design of greenways. Funds may be used for the planning and design of pathways. Grants are awarded based on the importance of the project to local greenway development efforts, demonstrated community support, extent to which the grant will result in matching funds, likelihood of tangible results, and the capacity of the organization to complete the project.

APPENDIX C: MAINTENANCE AND OPERATIONS

Recommended Maintenance Procedures

Sweeping

- Establish a seasonal sweeping schedule that prioritizes roadways with Long-Term Tier 1 projects.
Sweep walkways and bikeways whenever there is an accumulation of debris.
- In sections with curbs, sweepers should pick up debris; on open shoulders, debris can be swept onto gravel shoulders.

Signage

- Check regulatory and wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear.
- Replace signage along the bikeway network as-needed.
- Perform a regularly-scheduled check on the status of signage with follow-up as necessary.
- Create a Maintenance Management Plan.

Roadway Surface

- Maintain a smooth pothole-free surface.
- Ensure that on new roadway construction, the finished surface on bikeways does not vary more than 1/4-inch.
- Maintain pavement so that ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- Inspect the pavement two to four months after trenching construction activities are completed to ensure that excessive settlement has not occurred.

Pavement Overlays

- Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- If the shoulder or bike lane pavement is of good quality, it may be appropriate to end the overlay at the shoulder or bike lane stripe provided no abrupt ridge remains.
- Ensure that inlet grates, manhole and valve covers are within 1/4-inch of the finished pavement surface and are made or treated with slip resistant materials.

Drainage Grates

- Require all new drainage grates to be bicycle-friendly, including grates that have horizontal slats on them so that bicycle tires and assistive devices do not fall through the vertical slats.
- Create a program to inventory all existing drainage grates, and replace hazardous grates as necessary – temporary modifications such as installing rebar horizontally across the grate should not be an acceptable alternative to replacement.

Gutter to Pavement Transition

- Ensure that gutter-to-pavement transitions have no more than a 1/4" vertical transition.
- Examine pavement transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

Landscaping

- Ensure that shoulder plants do not hang into or impede passage along bikeways.
- After major damage incidents, remove fallen trees or other debris from bikeways as quickly as possible.

Maintenance Management Plan

- Provide fire and police departments with a map of the system, along with access points to gates/bollards.
- Develop an online tool for riders to report hazards, potholes, and other bicycle-related issues for the County and local jurisdictions to address. Ensure these requests are addressed in a timely manner.
- Provide bicycle detour routes and signs during roadway construction.

Operations

Implementation and Design

- Implement on-street bicycle and pedestrian facilities proposed in this Plan when completing road rehabilitation and reconstruction projects.
- Design and maintain all streets so that they incorporate Complete Streets standards.
- Adopt an accelerated pavement maintenance schedule for all designated existing and planned bikeways.
- Apply pavement stenciling to indicate detention areas at all traffic signals.

- Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide new or improved bicycle facilities.
- Install context-sensitive bikeways that consider both the volume, speed, and complement surrounding land uses.

Engagement

- Regularly and consistently engagement community members to gain feedback on how existing facilities are operating and areas of improvement.
- Engage community members before, during, and after projects are implemented. Work to ensure projects reflect community needs and serve vulnerable populations.

Evaluation

- Work with California Highway Patrol to improve the reporting and analysis of bicyclist-involved collisions and bicycle theft.
- Measure air quality and reductions in greenhouse gas emissions that may result from a decrease in vehicular use as bicycle use increases.
- Create an annual bicycle and pedestrian count program.
- Regularly monitor implementation of the Active Transportation Plan, and review and update the recommended bicycle and pedestrian facilities every five years.

APPENDIX D: PLANS AND POLICIES

To ensure this Plan is consistent with and builds upon the efforts of various planning, policy, and regulatory documents, the project team conducted a comprehensive review of relevant items. These include the City's own documents, such as the General Plan and Municipal Codes. Santa Fe Springs also intends to design a bicycle and pedestrian network that complements existing and planned bikeways and pedestrian projects in surrounding jurisdictions. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of neighboring jurisdictions, Los Angeles County, Los Angeles County Metropolitan Transportation Authority (Metro), and the State of California.

This Plan will help Santa Fe Springs continue to meet the following goals.

Local

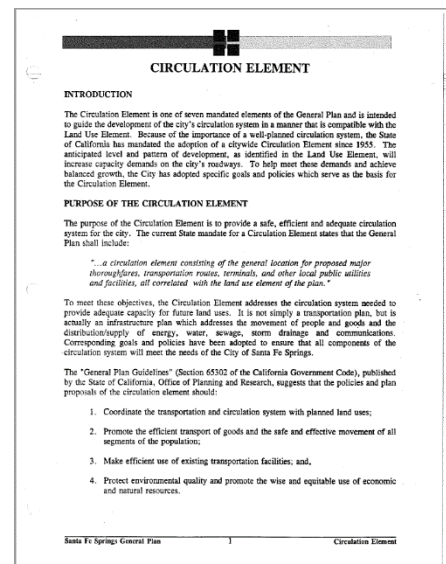
General Plan

The City's General Plan contains the goals, policies, and programs for current and future development within Santa Fe Springs. The Circulation Element addresses issues related to active transportation.

CIRCULATION ELEMENT

GOAL 3: Develop and encourage a transportation demand management (TDM) system to assist in mitigating traffic impacts and in maintaining a desired level of service on the circulation system. The TDM system will be in accordance with the TDM ordinance adopted by the City of Santa Fe Springs pursuant to the requirements of the State's Congestion Management Plan Act.

- Policy 3.1 Pursue transportation management strategies that will maximize vehicle occupancy and optimize average trip length.
- Policy 3.2 Encourage non-residential development to provide employee incentives to utilize alternatives to conventional automobile travel (i.e., carpools, vanpools, buses, bicycle and walking).
- Policy 3.7 Minimize pedestrian and vehicular conflicts.



GOAL 6: Support a system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school and recreational use.

- Policy 6.1 Maintain a Bikeway Plan that is consistent with other adopted master plans, to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions.
- Policy 6.2 Maintain existing pedestrian facilities and support the inclusion of pedestrian facilities in new development.
- Policy 6.3 Where appropriate, require proposed developments adjacent to proposed bikeway routes to include bicycle paths or lanes in their street improvement plans to construct the bicycle paths or lanes as a condition of project approval.
- Policy 6.4 Endorse safe, separate, and convenient paths for bicycles and pedestrians so as to encourage these alternative forms of transportation.
- Policy 6.5 Require plans for bicycle and pedestrian facilities to give priority to providing continuity and closing gaps in the bikeway and sidewalk network.
- Policy 6.6 Encourage the placing of showers, changing rooms and bicycle storage at all major new and existing non-residential developments and public places.
- Policy 6.7 Develop programs that encourage the safe utilization of easements and/ or rights-of-way along flood control channels, public utilities, railroads and streets wherever possible for the use of bicycles and/or pedestrians.
- Policy 6.8 Ensure accessibility of pedestrian facilities to the elderly and mobility impaired.

Standard Plans (2019)

Updated in 2019, the City of Santa Fe Springs Standard Plans outlines requirements related to streetscapes, including design and placement of sidewalks, curbs, and street amenities (e.g., trees, lighting).



Code of Ordinances

The following sections of Santa Fe Springs' municipal code govern rules related to active transportation in the city.

§ 73.04 RIDING IN CROSSWALKS

(A) Any person crossing a street within any portion of a crosswalk across such street, and in possession of a bicycle at the time, shall not ride such bicycle within such crosswalk area, but shall dismount therefrom and guide such bicycle by hand while within such crosswalk area.

(B) Violation of this section shall be deemed an infraction.

§ 73.15 REQUIRED

(A) No person shall operate or permit to be operated on any street any bicycle propelled wholly or in part by muscular power, unless such bicycle shall first have been registered and licensed as provided in this subchapter.

(B) Violation of this section shall be deemed an infraction.

§ 73.16 APPLICATION

Any person desiring to register a bicycle shall make application to the Director of Police Services upon forms provided by the city. Such form shall show the name and address of the applicant, a description of the bicycle to be registered, including the name, serial number, if any, and color thereof, together with such other information or description as may be required.

§ 73.17 PERMANENT REGISTER; ISSUANCE OF CERTIFICATE AND LICENSE

(A) Upon receipt of an application for the registration of a bicycle, the Director of Police Services shall register such bicycle in a permanent register and give such bicycle a registration number.

(B) When a bicycle is registered in the permanent register, a registration certificate and a license shall be issued to the applicant. Both the registration certificate and license shall bear the registration number assigned.

§ 73.18 TERM

A bicycle registration and license shall expire four years after the end of December 31 of the year during which such registration and license first take effect.

§ 73.19 TRANSFER

It shall be the duty of the purchaser or transferee of a sold or transferred bicycle to apply for a transfer of registration therefor within five days of the date of such sale or transfer.

§ 73.20 REREGISTRATION

If the license plate is lost, stolen or mutilated, the person owning such bicycle shall make an application to reregister such bicycle. The previous registration shall be cancelled, the bicycle shall be reregistered in the permanent register, and, if necessary, a new identifying number shall be given to such bicycle.

§ 73.21 FEES

The applicant shall pay a fee as set from time to time by City Council resolution for each new license issued, each reregistration or each transfer of registration.

§ 155.502 TRIP REDUCTION AND TRAVEL MEASURES

(D)(2)(b)(3) Bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of nonresidential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather.

(D)(2)(c) Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the city.

(c) Nonresidential development of 100,000 square feet or more shall comply with the development standards of this division, and shall provide all of the following measures to the satisfaction of the city:

1. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers.
2. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.
3. If determined necessary by the city to mitigate the project impact, bus stop improvements must be provided. The city will consult with the local bus service

providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances must be designed to provide safe and efficient access to nearby transit stations/stops.

4. Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

§ 155.580 IMPROVEMENT STANDARDS

The public streets to be improved shall be constructed and improved in accordance with the following standards insofar as such is practical and will not create an undue hardship:

(A) Street requirements:

1. Major highways shall be dedicated to a minimum width of 100 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.
2. Secondary highways shall be dedicated to a width of 80 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.
3. Industrial streets shall be dedicated to a width of 64 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.
4. Through collector streets shall be dedicated to a width of 64 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.
5. Local residential streets shall be dedicated to a width of 60 feet, with roadway, sidewalk and parkway widths in accordance with standard city specifications as approved by the City Engineer. Improvements to the highway shall include curb and gutter, paving, sidewalks, street lights, wheel chair ramps, and graded parkway.

In addition, each intersection shall be dedicated so as to provide a corner radius or a cut corner, and such dedication shall be improved, all in accordance with standard city specifications as approved by the City Engineer for such intersection.

Regional

Norwalk Green Line Extension Study (In Progress)

The Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro) and the Cities of Norwalk and Santa Fe Springs, is conducting a planning study to identify and evaluate feasible alternatives for extending the Metro Green Line east from the Norwalk Station to connect to the Norwalk/Santa Fe Springs Metrolink Station. The goal is to discover how this strategic connection can best serve the economic, cultural and quality-of-life needs of Santa Fe Springs, while providing economic and mobility benefits for the entire region.

Gateway Cities Strategic Transportation Plan (2016)

The Strategic Transportation Plan (STP) brings together all elements of the transportation system in the Gateway Cities — freeways, arterial highways, transit, bikeways, pedestrian facilities, technology, and goods movement — into a unified vision for the future. The STP supports the Gateway Cities Council of Government's (GCCOG) mission to improve the mobility, accessibility, sustainability, and safety of the subregion's transportation system. It proposes a series of freeway, arterial roadway, transit, bicycle, pedestrian, technology, and goods movement projects. The STP recommends the following bikeways be implemented in Santa Fe Springs, in coordination with neighboring jurisdictions:

- Class II/III facility on Bloomfield Avenue
- Class III bike route on Florence Avenue
- Class II/III facility on Imperial Highway
- Class II/III facility on Slauson Avenue
- Class II/III facility on Telegraph Road



Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) (2016)

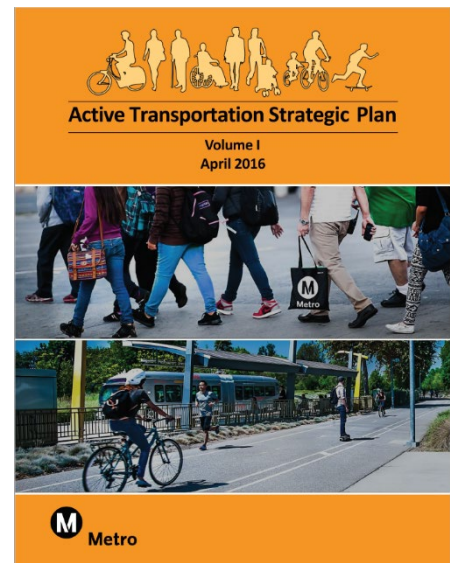
The SCAG Regional Transportation Plan includes a commitment to reduce transportation related emissions to comply with California Senate Bill 375. This Plan will help Santa Fe Springs contribute to this goal.



Los Angeles Metro Active Transportation Strategic Plan (2016)

The Active Transportation Strategic Plan (ATSP) is Metro's county-wide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County. The Plan focuses on improving first and last mile access to transit and proposes a regional network of active transportation facilities, including shared-use paths and on-street bikeways. The ATSP analyzed locations and provided recommendations for infrastructure near major transit destinations and expanded bikeways, including locations in Santa Fe Springs.

- Santa Fe Springs Road (Class II)
- Whittier Boulevard (Class II)
- Telegraph Road (Class II)
- Coyote Creek (Class I)
- Florence Avenue/Mills Avenue (Class III)
- Shoemaker Avenue (Class II)
- Imperial Highway (Class II)



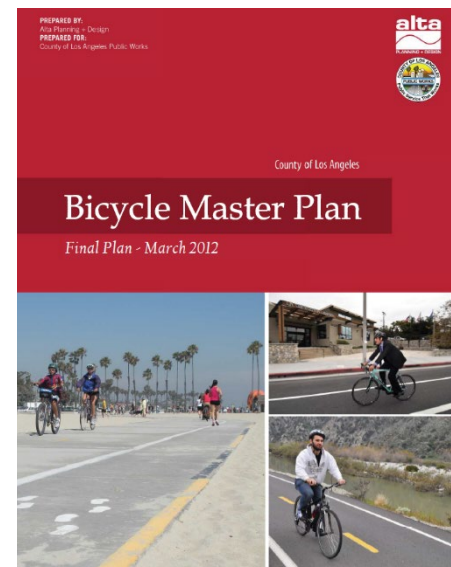
Los Angeles County Metro First Last Mile Strategic Plan (2013)

Los Angeles County Metropolitan Transportation Authority (Metro) continues to develop a world-class rail system with stations that will be a short distance (three miles or less) from the homes of 7.8 million people, nearly 80 percent of Los Angeles County residents. Over time, this number will continue to grow as cities modify their land-use plans to provide more housing and jobs near stations, consistent with market demand and regional goals for more sustainable communities.



County of Los Angeles Bicycle Master Plan (2012)

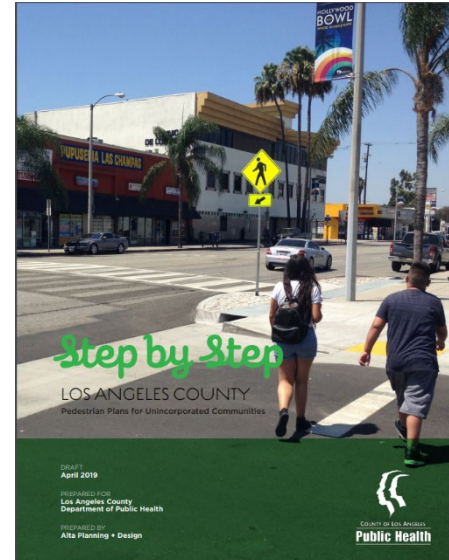
The County of Los Angeles Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the unincorporated communities of the County of Los Angeles for 20 years (2012 to 2032). The Plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often. Multiple Class III bike routes are proposed in the unincorporated areas north and east of Santa Fe Springs.



Step by Step: Los Angeles County Pedestrian Plans for Unincorporated Communities (2019)

The Step by Step: Los Angeles County Pedestrian Plans for Unincorporated Communities outlines actions, policies, procedures, and programs that the County of Los Angeles will consider to enhance walkability across the following unincorporated communities: Lake Los Angeles, Walnut Park, Westmont/West Athens, and West Whittier-Los Nietos.

The West Whittier-Los Nietos is bordered by the City of Pico Rivera to the west, the City of Whittier to the north and east, and the City of Santa Fe Springs to the east and south. Most proposed facilities are located along Norwalk Boulevard, Pioneer Boulevard, Slauson Avenue, and Washington Boulevard and border and/or go through the City of Santa Fe Springs. For example, new crosswalks are proposed at the intersection of Norwalk Boulevard and Broadway, which was identified as high priority by community members. The installation of a sidewalk on the southeast corner of Washington Boulevard at Allport Avenue is also proposed. In addition, a roadway reconfiguration study is also considered at the intersection of Norwalk Boulevard and Slauson Avenue as well as a continental crosswalk restripe. On the intersection of Washington Boulevard and Norwalk Boulevard, the recommendation proposes a continental crosswalk restripe and install a median refuge island.



City of Downey Bicycle Master Plan (2015)

The City of Downey Bicycle Master Plan aims to promote bicycling as a mode of transportation to enhance the city's transportation system throughout the city and neighboring communities. Several of its recommended projects are located near Santa Fe Springs and will connect community members across Downey, Santa Fe Springs, and other community members riding their bikes on the San Gabriel River Trail.

City of Whittier Bicycle Transportation Plan (2013)

The City of Whittier Bicycle Transportation Plan provides project recommendations that promote safety and connectivity throughout its city. The plan contains an analysis of several corridors and trails existing conditions and list recommendations to help enhance the city's bike network. Near Santa Fe Springs, the plan suggests upgrading Santa Fe Springs Road with a Class II bike lane between the Whittier Greenway Trail and York Field at Mulberry Drive and Slauson Avenue. Norwalk Boulevard is also a major street that connects the City of Whittier to other major cities such as Santa Fe Springs and Pico Rivera. The plan suggests an upgrade from Class III to Class II; near Santa Fe Springs, Norwalk Boulevard is recommended to become a Class III route.



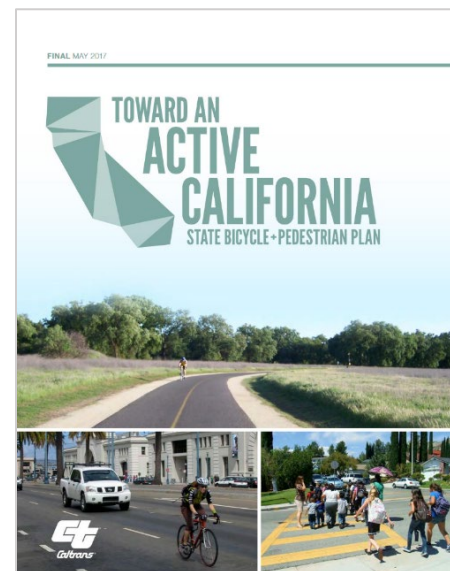
State

California State Bicycle & Pedestrian Plan (2017)

The California State Bicycle and Pedestrian Plan is a visionary and comprehensive policy plan to promote a multi-modal transportation system that supports active modes of transportation and creates a framework to increase safe bicycling and walking. The plan contains:

- Strategies to achieve the goals and objectives outlined in the plan
- Performance measures and data needs to evaluate success
- Recommendations for improved Caltrans processes
- Safety statistics and a safety awareness brochure
- Investment strategies

This plan will help Santa Fe Springs work with the local Caltrans office to implement projects on Caltrans rights-of-way.



Complete Streets Implementation Action Plan 2.0 (2017)

The intent of the Complete Streets Implementation Action Plan 2.0 is to describe the current California Department of Transportation (Caltrans) complete streets policy framework and to provide an overview of Caltrans' complete streets efforts. This policy directs Caltrans to provide for the needs of all travelers of all ages and ability in all planning, programming, design, construction, operations, and maintenance activities, and products on the State highway system. This update of the plan lays out the structure for monitoring, reporting, and overcoming barriers to further integrate complete streets into all Caltrans functions and processes.

Senate Bill 99 - Active Transportation Program Act (2013)

SB 99 establishes the Active Transportation Program for the state, in accordance with the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, to encourage increased use of active modes of transportation and create a mechanism for distributing federal funds to local and regional efforts. The bill includes the following goals for the Active Transportation Program:

- Increase the proportion of trips accomplished by bicycling and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Caltrans Deputy Directive 64 – Complete Streets (2008)

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, "Accommodating Non-Motorized Travel," which contained a routine accommodation policy. The directive was updated in 2008 as "Complete Streets – Integrating the Transportation System." The new policy includes the following language:

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance operations.

The directive establishes Caltrans' own responsibilities under this policy. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

Assembly Bill 1358 - Complete Streets Act (2008)

In September 2008, California adopted a new law that requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older adults, and people with mobility impairments, as well as motorists.

Senate Bill 375 - California Sustainable Communities Strategy (2008)

SB 375 is the first law in the nation that attempts to control greenhouse gas emissions by curbing sprawl. The law requires the California Air Resources Board (CARB) to develop regional targets for reductions in greenhouse gas emissions from passenger vehicles for 2020 and 2035. Each of the 18 metropolitan planning organizations in California will need to prepare a "sustainable communities' strategy" for meeting the emissions reductions target in its region through transportation and land use actions that reduce the number of vehicle miles traveled. SB 375 establishes per-capita greenhouse gas emission reduction targets of 7% by the year 2020 and 15% by the year 2035, using 2005 levels as the base year.

Assembly Bill 32 - California Global Warming Solutions Act (2006)

The California Global Warming Solutions Act aims to reduce the state's emissions of greenhouse gases to 1990 levels by 2020 and to 80% below 1990 levels by 2050. The law requires the California Air Resources Board (CARB) to adopt a "scoping plan" indicating how the 2020 target for emission reductions may be achieved from significant greenhouse gas sources through regulations, market mechanisms, and other actions. One of the recommended actions in the CARB scoping plan is to "develop regional greenhouse gas emissions reduction targets for passenger vehicles." The mechanism for developing these targets was established by separate legislation, Senate Bill 375.

Federal Plans and Policies

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010)

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system.

APPENDIX E: RESOLUTION [PLACEHOLDER]

Attachment 7: Comments Matrix

ATTACHMENT 7 - COMMENTS MATRIX

Comment	Action/Response
* Please make reference to the drop/pick up area in front of Santa Fe High School on school days. This area could impact the Orr & Day Class 1 route.	We worked closely with Public Works to identify the recommended Class I shared-use path on Orr and Day. They will do further study to determine the most appropriate design for Orr and Day before anything is built and we will coordinate with the school to ensure this is implemented in a feasible way with the lowest impact. It's likely the path would be implemented on the west side of Orr and Day to avoid impacting the schools.
Make it clear that no existing traffic lanes are to be removed to create bike lanes.	Text has been added to the Bicycle Recommendations section to indicate that new bikeways have been recommended where right-of-way already exists and can accommodate new bikeways, and where minimal parking reduction will be required.
Regarding the frontage road connection on Jersey and Telegraph, they wanted to make sure there is a curb cut to connect from the frontage road to Jersey. * PC reply: Yes, this is the location, there needs to be access to the frontage road for bikes traveling north on Jersey Ave. An alternative is to eliminate this leg as bikers can use Joslin to get to Alburdis to get to TCH.	Given the cost of a new curb cut and the fact that this existing route features no signage or pavement markings to indicate that it is, in fact, a bike route, we are encouraging use of the existing curb cut at the driveway. No changes proposed here, but we have recommended a bicycle route along Joslin Street that connects to Alburdis, to provide a better-connected alternative to this existing bike route. As part of the General Plan update, we can look into removing this frontage road segment
* Regarding the map going west instead of east, is it the area below you were talking about? The lighter orange solid line is an existing city bike path, I have no clue why it was designed that way! * PC reply: Yes, again the existing route goes from Alburdis goes west on Duning, south on Fallon, and west on Garetal. Perhaps we can just go east on Dunning and eliminate the path to Garetal. The other thing to note is that Garetal does not open up to Pioneer as the opening is on Parkmead.	We do not recommend changing the existing condition (a bike route that jogs). Instead, we have recommended an additional route along Jersey Avenue (Telegraph to Clarkman) to make a more direct bicycle connection. This will encourage bicyclists to take the new, more convenient route, but retain the existing bike route if anyone wants to ride along those other streets. Existing walking paths have been added to the Existing Bikeways map and recommendations maps.
You want to know if it is possible to consider weekend bicycle access on Telegraph. * PC reply: Yes, understandably weekdays would be impossible but Saturdays and Sundays the outside lanes are not usually occupied by vehicles unless they are going to make a turn. I have seen riders use telegraph on weekends as well.	From an engineering standpoint, the City can't have a parttime bike route and neither Telegraph nor Florence can support permanent bike facilities without greatly impacting vehicular traffic. In the Plan's programs recommendation, we explore open streets and demonstration events which would give people the opportunity to ride on Telegraph and Florence during set times.
You are opposed to removing vehicle parking along Orr & Day north of Telegraph since parking is impacted in that area, * PC reply: Ken's comment and I would agree as well. Residents who live along this stretch park in front of their homes as they all have alleys in the back	We worked closely with Public Works to identify the recommended Class I shared-use path on Orr and Day. They agree, parking removal needs to be as minimized as possible. They will do further study to determine the most appropriate design for Orr and Day before anything is built.
* You are opposed to a bike lane on Florence since it is too narrow and speeds are too fast, * PC reply: Ken's comment. In think Florence and Telegraph should be treated the same for biking purposes	We are not touching the existing bike route on Florence Ave as part of this effort, but we are in the beginning phase of updating our General Plan. We can look into removing this existing bike route as part of the Transportation Element update. We agree, Florence and Telegraph should be treated the same and neither can safely support new bikeways.
* You want to make sure these recommendations are reviewed when capital improvement projects are proposed so that they can be incorporated into the projects. * PC reply: Yes, reference to this report needs to be on the CIP checklist.	Noted, projects in this Plan will be implemented as part of the CIP when possible. Reference will be made on the CIP checklist.

* Access to the future transit station on Washington could be provided via the San Gabriel River Trail * PC reply: Ken's comment, though I disagree that this one access point is sufficient. Depending on the starting point bikers will want to access the riverbed via Florence, Telegraph and Washington Blvd. Consider the park gates are not open at all hours. Also, we will need future paths along Pioneer and Norwalk (through LA County territory) to access shopping and transportation on Washington Blvd.	Agreed. There are many other concurrent planning efforts happening around this station by Metro and LA County, so we will want to coordinate with them on those efforts in the future. No specific recommendations were made in this Plan, as it will depend on these Metro and LA County's plans for the transit station and first-last mile connections.
* You want to make sure the plan shows the existing connection from Albutis to Fallon: * PC reply: Yes, drive aprons are in place. this could also eliminate the Telegraph Rd leg,	We have added walking paths to relevant maps, to show both this connection from Albutis to Fallon and the connection along Clarkman south of the High School.
You want to make sure the plan shows that access ramps are needed to connect Clarkman to Jersey: * PC reply: Yes, this is a proposed route though bikes cannot ride through without having to stop and climb the curb or using nearby private driveways.	A recommendation for curb ramps at this walking path has been added. We also spoke with the School District to confirm they are in support of future ramps to help bicycle access, and will coordinate with them upon implementation.



City of Santa Fe Springs

Planning Commission Meeting

December 14, 2020

CONSENT ITEM

Conditional Use Permit Case No. 797-1

A compliance review to allow the continued maintenance and operation of an indoor badminton facility at 11323 Shoemaker Avenue (APN: 8026-001-057 & 8026-001-058 within the M-1-PD, Light Manufacturing – Planned Development, Zone. (SFS Badminton Club)

RECOMMENDATIONS

- Find that the continued operation and maintenance of an indoor badminton facility, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and will be in conformance with the overall purposes and objectives of the Zoning Ordinance and consistent with the goals, policies, and programs of the City's General Plan.
- Require that Conditional Use Permit Case No. 797-1 be subject to a compliance review in one (1) year, on or before December 14, 2021, to ensure the use is still operating in strict compliance with the conditions of approval as contained within this staff report.

BACKGROUND

In accordance with Section 155.213(A) of City's Zoning Ordinance, indoor recreational facilities require approval of a Conditional Use Permit prior to the commencement of such activities. On November 19, 2018, the Planning Commission initially approved Conditional Use Permit (CUP) Case No. 797, a request by SFS Badminton Club, to establish, operate and maintain an indoor badminton facility on property located at 11323 Shoemaker Avenue.

STAFF CONSIDERATIONS

As is standard practice for all CUP compliance reviews, an inspection of the subject property was performed by City staff to ensure continued compliance with the conditions of approval prior to bringing the matter back to the Planning Commission. Following the initial walk-through inspection by the Planning Department on January 17, 2020, the applicant was directed to comply with the following:

- Staff observed modification to the initial approved parking plan, see Condition # 28. Applicant was advised to provide an updated plan for review or return to the initially approved plan.
 - Applicant complied and returned the parking plan to its initial approval.
- Staff observed the landscape was not maintained. As per Condition of

Approval # 11 landscape to be maintained at all time.

- Applicant complied and has maintained the landscape in a neat and orderly fashion

Staff has continued to work with the applicant on the required items identified above. A recent follow-up inspection has confirmed that the applicant has now completed all aforementioned items; consequently, the applicant is now in full compliance with the existing conditions of approval. Staff, therefore, finds that if the indoor badminton facility continues to operate in strict compliance with the required conditions of approval, the use will continue to be compatible with the surrounding developments and will not pose a nuisance risk to the public and/or environment. Staff is, therefore, recommending that CUP 797-1 be subject to a compliance review in one (1) year to ensure the use is still operating in compliance with the conditions of approval as contained in this staff report.

CONDITIONS OF APPROVAL

NOTE: Changes to existing conditions are provided as bold.

ENGINEERING/PUBLIC WORKS DEPARTMENT

(Contact: Robert Garcia 562.868.1511 x 7545)

1. That a grading plan shall be submitted showing elevations and drainage pattern of the site. The improvements shall not impede, obstruct or pond water onsite. The grading shall be submitted for drainage approval to the City Engineer. The owner shall pay drainage review fees in conjunction with this submittal. **(Satisfied)**

POLICE SERVICES DEPARTMENT:

(Contact: Luis Collazo 562.408.1850 x 3320)

2. That the applicant shall install a video recording surveillance system with the following minimum configuration: Cameras capable of recording in HD at 5Mbps to capture 1080P video at 30 FPS, and a Network Video Recorder (NVR) which can record at 1080P video per channel. **(Satisfied)**
3. That the applicant shall submit and obtain approval of a proposed lighting (photometric) and security plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the subject property. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or a public nuisance. The photometric and security plans shall be submitted to the

Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission. **(Ongoing)**

4. That the applicant shall provide an emergency phone number and a contact person to the Department of Police Services. The name, telephone number, fax number and e-mail address of that person shall be provided no later than 60 days from the date of approval by the Planning Commission. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day. The form to provide the information is part of the Business Operation Tax Certificate package. **(Satisfied)**
5. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall post, in plain view and at each entry to the property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public parking of unauthorized vehicles and indicate that unauthorized vehicles will be removed at the owner's expense and also contain the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Police Services Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Services Center for an inspection no later than 30 days after the project has been completed and prior to the occupancy permit being issued. **(Ongoing)**
6. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces. **(Ongoing)**
7. That on-site alcoholic beverage consumption, sales, or storage shall be prohibited at all times. **(Ongoing)**
8. That the Applicant shall notify the Code Enforcement Division of the Police Services Department thirty-days prior to the any open public tournament activities to determine if a Special Events Permit is required. **(Ongoing)**
9. That the Applicant and/or his employees shall not allow chairs, gyms bags or other items to block any emergency exits at all times. **(Ongoing)**
10. That the Applicant shall obtain a copy of the Sign Guidelines and Sign Ordinance and comply with all permanent and temporary sign requirements. **(Satisfied)**

11. That the Applicant shall obtain a copy of the Property Maintenance Ordinance and fully comply to the applicable requirements at all times. **(Ongoing)**

DEPARTMENT OF FIRE- RESCUE (FIRE PREVENTION DIVISION)

(Contact: Raul Diaz 562. 868.0511 x 3813)

12. The Applicant shall provide a Knox box for all manual gates or Knox key switches for power-activated gates. **(Ongoing)**

WASTE MANAGEMENT

(Contact: Teresa Cavallo 562. 868.0511 x 7309)

13. That the applicant shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City. **(Ongoing)**
14. That all projects over \$50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Recycling Coordinator, Teresa Cavallo at (562) 868-0511 x7309. **(Satisfied)**

PLANNING AND DEVELOPMENT DEPARTMENT:

(Contact: Claudia Jimenez 562.868.0511 x 7356)

15. Conditional Use Permit Case No. ~~797~~ **797-1** allows for an indoor badminton facility within a 24,002 sq. ft. building located at 11323 Shoemaker Avenue. The indoor activity area will consist of 14 badminton courts, a retail shop for badminton gear and accessories, a service counter to sell pre-packaged snacks, an office for employees, and a small storage area. **(Ongoing)**
16. Modification Permit Case No. 1299 allows for a temporarily reduction of the required standard parking stall size from 9' x 20' to 8'-6" x 18' associated with the subject indoor badminton facility. A minimum of 56 parking stalls shall be continually provided and maintained at all times. All parking areas shall be legibly marked off on the pavement, showing the required parking stalls. **(Ongoing)**
17. Approval of Conditional Use Permit No. 797 is contingent upon approval of Modification Permit Case No. 1299. **(Ongoing)**
18. The proposed indoor badminton facility use cannot be used for public assembly purposes until it has met the current requirements of the Los Angeles County Building Code and the Uniform Fire Code and an occupancy load has been determined by the Fire Department. The process requires permits to be obtained, plans to be submitted, reviewed, approved, and field inspected with a final approval granted by the City Fire Department and Building Division. The

building shall not be occupied for such use until such time that this process has been completed. **(Satisfied)**

19. The exterior exit doors shall remain closed when not being used for ingress/egress purposes. Additionally, the applicant shall inform all staff members and players not to loiter or make loud noises outside of the building. **(Ongoing)**
20. Vending machines shall be prohibited on the exterior of the property. **(Ongoing)**
21. In the event noise levels outside of the applicant's premises are found to exceed permissible levels per City Code, the applicant shall work with planning staff to come up with a solution to immediately mitigate noise issues. **(Ongoing)**
22. The days and hours of operation of the indoor badminton facility shall be Sunday through Saturday from 6:00 a.m. to 12:00 a.m. Any modification to the days and hours of operation, shall be subject to prior review and approval by the Director of Planning or his/her designee. **(Ongoing)**
23. No tournaments shall occur on the subject property without prior approval by the Director or Planning or his/her designee. **(Ongoing)**
24. There shall be no on-site kitchen facilities or preparation of food and drinks without prior approval from the Director of Planning or his/her designee. **(Ongoing)**
25. The applicant shall ensure that water is easily accessible for all patrons. **(Ongoing)**
26. The indoor badminton facility shall otherwise be substantially in accordance with the plot plan, floor plan, and operational narrative submitted by the applicant and on file with the case. Any modification shall be subject to prior review and approval by the Director of Planning or his/her designee. **(Ongoing)**
27. The applicant shall notify, in writing, of any change in ownership within 30 days. The conditions of approval shall be binding to any successors. **(Ongoing)**
28. In the event the need arises for the additional required off-street parking spaces as determined by the Director of Planning, the applicant shall work with the planning staff to come up with a solution to immediately mitigate the parking issues, including but not limited to modifying hours of operations, concurrent use of buildings, etc. **(Ongoing)**

29. The Department of Planning and Development shall first review and approve all

sign proposals for the indoor badminton facility. The sign proposal (plan) shall include a site plan, building elevation on which the sign will be located, size, style and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale on 11" x 17" size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City. **(Satisfied)**

30. Prior to occupancy, the applicant shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained at City Hall by contacting the Finance Department at (562) 868-0511, extension 7520, or through the City's web site (www.santafesprings.org). **(Satisfied)**
31. All other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with. **(Ongoing)**
32. Conditional Use Permit Case No. 797-1 shall be subject to a compliance review in **(1) one year**, on or before ~~November 19, 2019~~ **December 14, 2021**, to ensure that the subject indoor badminton use is still operating in strict compliance with these conditions of approval. **(Revised)**
33. The applicant, SFS Badminton Club, agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to all entitlements and approvals issued by the City in connection with the indoor badminton use and from any CEQA challenges relating to the environmental review and determination for the project, or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof. **(Ongoing)**
34. If there is evidence that conditions of approval have not been fulfilled or the use has or have resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director of Planning may refer the use permit to the Planning Commission for review. If upon such review, the Commission finds that any of the results above have occurred, the Commission may modify or revoke the use permit. Applicant shall be notified prior to any such action. **(Ongoing)**

35. It is hereby declared to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and privileges granted hereunder shall lapse. **(Ongoing)**



Wayne M. Morrell
Director of Planning

Attachment(s)

1. Aerial Photograph
2. Site Pictures – Initial inspection
3. Correction Pictures – Follow –Up Inspection
4. Letter Requesting Compliance Review

Attachment 1: Aerial Photograph



CITY OF SANTA FE SPRINGS

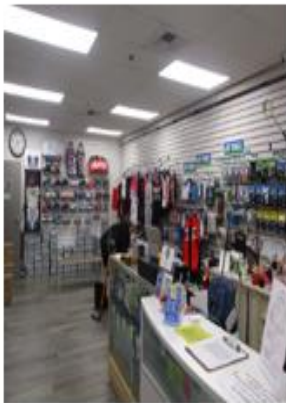


Aerial Photograph

Conditional Use Case No. 797-1
11323 Shoemaker Ave.
(SFS Badminton Club)

Attachment 2: Site Pictures

BEFORE



Attachment 3: Correction Pictures

AFTER



Attachment 4: Letter Requesting Reconsideration**SFS Badminton Club**

11323 Shoemaker Ave
Santa Fe Spring, CA 90670
Tel: 562-273-0041
Fax: 323-262-5977
Email: globalion@sbcglobal.net

Received

JAN 13 2020

Planning Department

To: Department of Planning and Development
Attn: Claudia Jimenez

From: Bosco Kwon

Date: 01/07/20

Re: Condition Use Permit(CUP)Case No.797

This is a formal request for a compliance associated Conditional Use permit/ Case No. 797 for the SFS Badminton Club, located at 11323 Shoemaker Avenue, Santa Fe Springs, CA 90670

The SFS Badminton Club is an indoor friendly environment Gym where all ages from children, young adults, families can join and play which lead to creating a healthy lifestyle.

Our facility is in same condition as it was from the last approval and our operation is same as last year.



SFS Badminton Club/ President



CONSENT ITEM

Conditional Use Permit Case No. 803-1

A compliance review of a gymnastics studio use located at 10829 Shoemaker Avenue (APN: 8011-016-016), within the M-2, Heavy Manufacturing, Zone. (Majestic Gymnastic)

RECOMMENDATIONS

- Find that the continued operation and maintenance of a gymnastics studio, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and will be in conformance with the overall purposes and objectives of the Zoning Ordinance and consistent with the goals, policies, and programs of the City's General Plan.
- Require that Conditional Use Permit Case No. 803-1 be subject to a compliance review in three (3) years, on or before December 14th, 2023, to ensure the use is still operating in strict compliance with the conditions of approval as contained within this staff report.

BACKGROUND:

The subject property is located on the west side of Shoemaker Avenue and zoned M-2 (Heavy Manufacturing). The parcel measures 2.22 acres and is currently developed with a 50,908 square foot multi-tenant industrial building.

In accordance with the City's Zoning Ordinance, Section 155.243(L), a Conditional Use Permit is required for public, private or quasi-public uses of an educational or recreation nature within the M-2, Heavy Manufacturing, Zone. The subject property is located within the M-2, Heavy Manufacturing, Zone. The subject property, therefore, is eligible to obtain a Conditional Use Permit for indoor gymnastics use (Majestic Gymnastic). On November 12, 2019, the Planning Commission initially approved Conditional Use Permit (CUP) Case No. 803. The subject gymnastic studio has now operated on the subject property for a year. However, it should be noted that Majestic Gymnastic is temporarily closed due to the COVID-19 pandemic.

STAFF CONSIDERATION:

As standard practice for all CUP compliance reviews, an inspection of the subject property was performed by City staff to ensure continued compliance with the conditions of approval prior to bringing the matter back to the Planning Commission.

An initial walk-through inspection by the Planning Department staff was conducted on November 24, 2020 and staff was able to confirm that the gymnastic studio is in full compliance with the required CUP conditions.

Staff therefore finds that, if Majestic Gymnastic, continues to operate in strict compliance with the required conditions of approval, the use will continue to be compatible with the surrounding developments and will not pose a nuisance risk to the public and/or environment. Staff is recommending that CUP 803-1 be approved, subject to another compliance review in three (3) years, to ensure the use is still operating in compliance with the conditions of approval as contained in this staff report.

CONDITIONS OF APPROVAL:

NOTE: Changes to existing conditions are provided as a strike-through or bold.

ENGINEERING / PUBLIC WORKS DEPARTMENT:
(Contact: Robert Garcia 562-868-0511 x7545)

1. That the applicant shall design and construct (1) new drive approach along Shoemaker Ave per City Standard Plan No. R-6.4D. **(Satisfied, Dec 2020)**

POLICE SERVICES DEPARTMENT:
(Contact: Lou Collazo at x3320)

2. That the applicant shall submit and obtain approval of a proposed lighting (photometric) plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) within 500-feet the location. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or a public nuisance. The photometric plans shall be submitted to the Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission. **(Satisfied, Dec 2020)**
3. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall post, in plain view and at each entry to the property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public parking of unauthorized vehicles and indicate that unauthorized vehicles will be removed at the owner's expense and also contain the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Police Services Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Services Center for an inspection no later than 30 days after the project has been completed and prior to the occupancy permit being issued. **(On-going)**

4. That the Applicant shall provide and pay for the installation of speed signs for the rear portion of the property indicating that the maximum speed limit is 15-miles per hour. Said signs shall be posted on the first two entry driveways on Florence Avenue, west of Shoemaker Avenue, and the first two entry driveways on Shoemaker south of Florence Avenue. **(Satisfied, Dec 2020)**
5. That under no circumstances shall any training and/or other related activities be performed outdoors at any time. Violation of this conditions will result in an Administrative Citation with penalties of up to \$500.00 per occurrence. **(On-going)**
6. That the two roll-up doors shall not be opened during business hours. This requirement is to prevent minors from going into the rear parking area where they can be exposed to truck traffic. **(On-going)**
7. That minors shall not be left unsupervised outside of the premises. **(On-going)**
8. That smoking of any kind shall not be permitted within the facility or within 500-feet of the premises. **(On-going)**
9. That the owner and/or his employees shall not allow any customer's vehicles to block any driveways, streets or aisle spaces at all times. **(On-going)**
10. That off-street parking areas shall not be reduced or encroached upon at any time. **(On-going)**
11. That occupancy load signs shall be maintained at all times. Occupancy loads are to be calculated by the Fire Department. **(On-going)**
12. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces. **(On-going)**
13. That it shall be the responsibility of the Applicant and/or his employees to maintain the property free of all trash and debris and shall check adjoining properties for any trash and debris that may have been dropped there or propelled by the wind. **(On-going)**

14. That Applicant shall obtain a Special Events Permit from the Department of Police Services for any tournaments and/or other competitive team activities. **(On-going)**
15. That a Health Department approval and certificate shall be obtained prior to the serving, sale or storage food or beverages; water is exempt from this condition. **(On-going)**
16. That the Applicant and/or his employees shall comply with the noise ordinance and not generate any ambient sounds that may be heard outside of the building. **(On-going)**
17. That the Applicant shall comply with the City's Sign Ordinance and the Building Code and obtain sign permits for all signs or advertisements; flag banners are prohibited at all times. **(On-going)**

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Jimmy Wong 562.868-0511 x7451)

18. The applicant must provide a valid and recorded shared parking agreement to the Planning Department prior to the first compliance review. **(Satisfied, Dec 2020)**
19. All activities shall occur inside the building(s). No portion of the required off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written approval is obtained from the Director of Planning, Director of Police Services and the Fire Marshall. **(On-going)**
20. All vehicles associated with the businesses on the subject property shall be parked on the subject site at all times. Off-site parking is not permitted and would result in the restriction or revocation of privileges granted under this Permit. In addition, any vehicles associated with the property shall not obstruct or impede any traffic. **(On-going)**
21. The Department of Planning and Development shall first review and approve all sign proposals for the development. The sign proposal (plan) shall include a site plan, building elevation on which the sign will be located, size, style and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale on 11" x 17" maximum-size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City. **(On-going)**

22. Prior to occupancy of the property/building, the applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained at City Hall by contacting the Business License Clerk at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org). **(On-going)**
23. All other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with. **(On-going)**
24. Conditional Use Permit Case No. ~~803~~ **803-1** shall be subject to a compliance review in ~~one three~~ years, until ~~November 19, 2020~~ **December 14, 2023**. Approximately three (3) months before ~~November 19, 2020~~ **December 14, 2023**, the applicant shall request, in writing, an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval. **(Revised)**
25. Applicant, Oscar Motta, agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to the subject Conditional Use Permit or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof. **(On-going)**
26. It is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse. **(On-going)**
27. This approval shall allow the applicant, Oscar Motta, to establish, operate, and maintain a gymnastics use/facility within an existing industrial building located at 10829 Shoemaker Avenue. **(On-going)**
28. The subject gymnastic use shall operate within the noise limitations established within Section 155.424 of the City's Zoning Ordinances. **(On-going)**

29. The applicant shall obtain all necessary Building Permits and related approvals from the Building, Planning and Fire-Rescue Department for the proposed improvements. **(On-going)**
30. That the applicant shall submit a \$75 check made out to "L.A. County Registrar-Recorder/County Clerk" to the Planning Department to file a Categorical Exemption from California Environmental Quality Act prior within two (2) days of Planning Commission approval. **(Satisfied, Dec 2020)**
31. Any type of sub-lease of the tenant space to another gymnastics operation will require a review by the Director of Planning or his/her designee for consistency with this approval. **(On-going)**



Wayne M. Morrell
Director of Planning

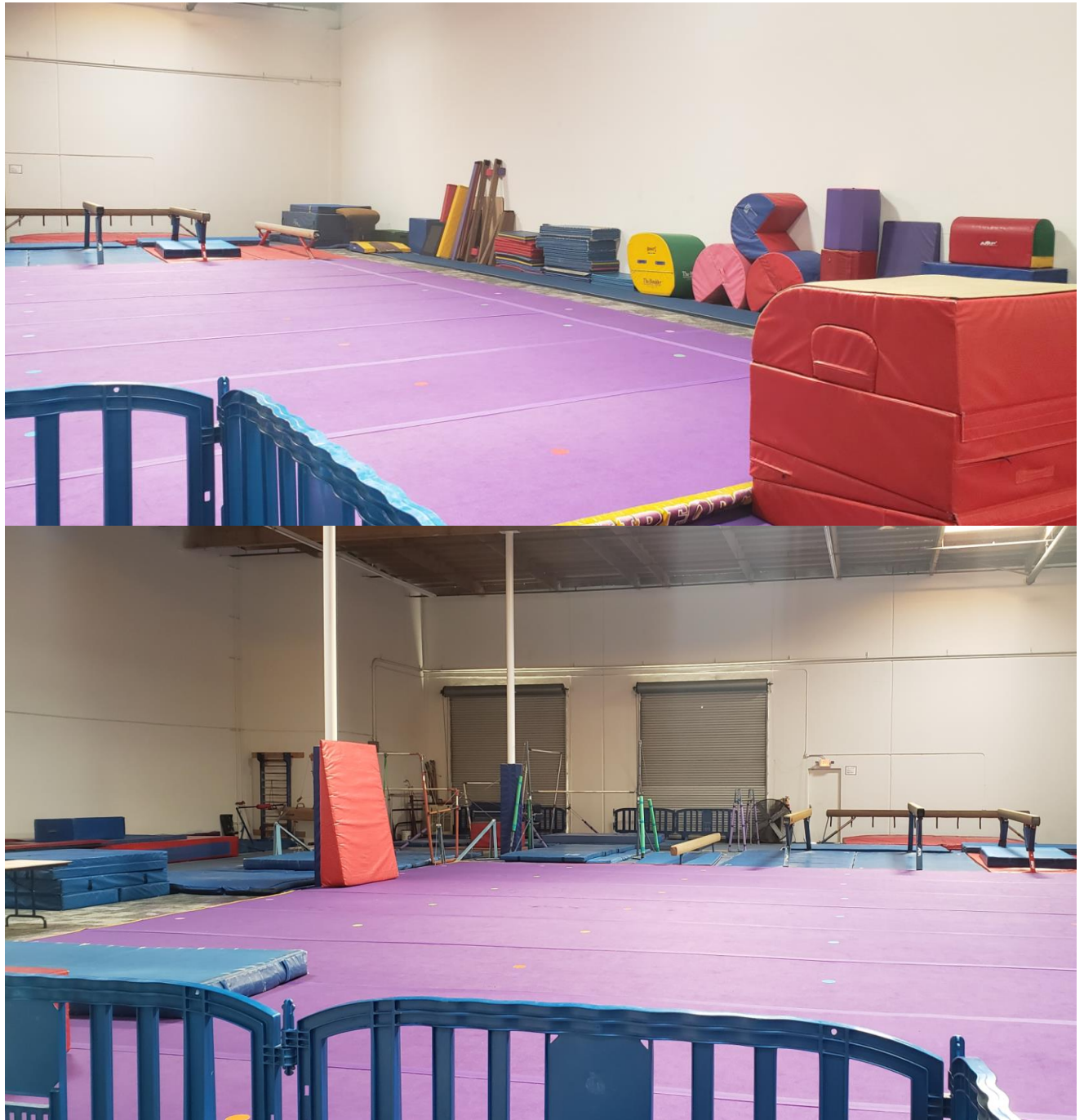
Attachments:

1. Aerial Photograph
2. Interior Photos – Inspection

Attachment 1: Aerial Photograph



Attachment 2: Site Photos Inspection





City of Santa Fe Springs

Planning Commission Meeting

December 14, 2020

SPECIAL BUSINESS

Citywide Photo Contest – Planning Commission Selections

RECOMMENDATIONS

- Review the top 10 photo entries selected by the Planning Department Staff; and
- Based on originality and how well each image captures the vibrancy, vitality and livability of the City, rank the top 3 favorite photo entries.

BACKGROUND

To help celebrate the month of October as National Community Planning Month, the Planning Department hosted several activities throughout the month, including the 3rd annual photo contest. In previous years, the grand prize winner of the photo contest received a \$100 prize, as well as, a feature on an upcoming City Quarterly. This year, the grand prize winner will receive a \$200 prize, as well as, a feature on an upcoming City Quarterly

The Planning Department had invited any and all persons who live, work, or study in the City to submit a high-resolution photo capturing their favorite place or location in the City. Entries were encouraged to showcase unique perspectives which depict the vibrancy, vitality, and livability of the Santa Fe Springs community.

The photo contest originally began on October 1st and ended on October 31st. However, given the limitations of the current pandemic, staff had decided to extend the contest until November 14th to provide additional time for those who did not have an opportunity to submit their photos by the October 31st date. Staff has reviewed all entries and qualified the photos that met all rules and submittal requirements (i.e. submission agreement and photo release forms). The Planning Department staff has also selected the top 10 photos entries from the qualified photo entries. Staff is seeking the Planning Commission's assistance in selecting the contest winner.

A handwritten signature in blue ink that reads "Wayne M. Morrell".

Wayne M. Morrell
Director of Planning

Attachments:

1. Photo Contest Submissions

Report Submitted By: Wayne M. Morrell, Director
Planning Department

Date of Report: December 8, 2020

ITEM NO. 9

PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5



PHOTO 6



PHOTO 7



PHOTO 8



PHOTO 9



PHOTO 10

