

An aerial photograph of Santa Maria, California, showing a mix of residential neighborhoods, commercial areas, and green spaces. The city is densely packed with houses and buildings, with some larger commercial structures and parking lots visible. The background shows a hilly landscape with more greenery.

**imagine**



# Santa Maria General Plan

## Land Use and Community Design Existing Conditions Report

December 2020



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# Purpose and Scope



# Purpose and Scope

- **Purpose.** The purpose of this Land Use and Community Design Existing Conditions Report (LUCD ECR) is to provide an overview of the existing and allowable land uses in the city as well as a summary of the major urban design characteristics.
- **Overview.** The LUCD ECR is organized into nine sections:
  - Section 1. Planning Area describes the regional context and the project Planning Area.
  - Section 2. Existing Land Uses examines the distribution, location, and extent of existing land uses as well as conflicts among them.
  - Section 3. Land Use Regulations introduces the current General Plan Land Use Element (LUE), its land use classifications, goals, policies, and implementation program, and the Zoning Ordinance and map.
  - Section 4. Planning and Policy Documents includes an overview of adopted Specific Plans and the regional Sustainable Communities Strategies.
  - Section 5. Community Character and Design provides an overview of historic land use trends and introduces the resulting typology of places and streets.
  - Section 6. Built Form Analysis examines parcel sizes, housing density, non-residential intensity, intersection density, and walkability.
  - Section 7. Growth and Development summarizes growth projections, development potential, and development projects in the pipeline.
  - Section 8. Parks and Recreation Facilities and Programs inventories parks, recreational facilities, and trails.
  - Section 9. Public Facilities inventories schools and other public buildings and facilities.
- **Section Organization.** Each section includes a brief overview followed by focused figures, tables, and discussion. The discussion includes observations related to the purpose of the Report and the General Plan Update.
- **Key Findings.** Because of the interrelated nature of many observations across different sections of the Report, the observations are comprehensively summarized in the Key Findings section at the beginning of this Report.
- **Subarea Existing Conditions Report.** The Subarea Existing Conditions Report complements this LUCD ECR. It summarizes the general character of ten subareas in the city and the Sphere of Influence based on their settlement patterns, socio-economic factors, and land use and design.



# Relation to the Land Use Element Update

- **General Plan Land Use Element.** This Report is the initial step in a phased approach to updating the Santa Maria General Plan Land Use Element (LUE). Pursuant to Government Code section 65302(a), the General Plan Land Use Element designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, education, public facilities, solid and liquid waste disposal, timberland production, greenways, and other categories of public and private uses of land. The LUE includes a diagram or diagrams to designate the proposed general distribution, location, and extent of land uses as well as a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the General Plan.
- **Land Use Element Implementation.** The LUE is primarily implemented through natural and cultural resource preservation, specific plans, land use regulatory codes (e.g., zoning, subdivision), and development agreements.
- **Updating the Land Use Element.** To update the LUE, this Existing Conditions Report will inform the development of Vision and Guiding Principles, which are used to develop Land Use Alternatives, from which is selected a Preferred Alternative, which is the foundation for the Land Use Policy Framework for the more detailed General Plan Land Use Element.
  - Vision and Guiding Principles will identify areas of change and areas of stability and distinguish areas of incremental change from areas of transformational change, present “big ideas” for areas to preserve or enhance and areas to focus redevelopment or growth, and establish new policy directions.
  - Land Use Alternatives will present different options in different areas of the city for: distributing land uses within the city and Sphere of Influence; population and housing density (people and houses per acre) and non-residential intensity (built square feet per acre); balancing housing and jobs; and designing gateways, buildings and streetscapes.
  - The Preferred Alternative will specify the options that are most consistent with the community’s Vision and Guiding Principles.
  - The Land Use Policy Framework will summarize the goals, policies, and actions that will deliver the outcomes articulated in the Vision, Guiding Principles, and Preferred Alternative.



## Key Findings



# Key Findings

## Overall Development Patterns

- **Rapid Growth.** Santa Maria is one of the fastest growing cities in the region.
- **Driven by Annexation.** Historically, Santa Maria's growth has been accommodated by annexing and developing vacant or agricultural land.
- **Specific Plans and Planned Development Overlays.** The city has developed primarily through the adoption of Planned Development overlay zones and Specific Plans, as complements to the General Plan and Zoning Ordinance.
- **Housing Allocations.** Depending on the outcomes of the Regional Housing Needs Assessment, Santa Maria may need to add up to 8,000 housing units by 2031, which would be a 33% increase over current totals.
- **Place Types.** The majority of place types in Santa Maria feature low-to-medium intensity development. The city does not have denser place types featuring greater concentrations of taller buildings and mixed uses.
- **Street Types.** The majority of street types in Santa Maria are auto-oriented, with wide roadways, long crossing distances, and few pedestrian amenities. Most street types do not have designated bicycle facilities but do have sidewalks. However, most sidewalks are generally narrow, curb-tight, and in close proximity to vehicular traffic. There are few streetscape amenities - street trees, benches, trash cans, water fountains, or public art. What street lighting there is is comprised of auto-oriented, cobra-head fixtures.



# Key Findings

## Opportunities

- **Downtown Santa Maria.** Downtown is the most walkable part of the city, it has a diverse mix of land uses and housing types, and it has many of Santa Maria's historic, civic, and cultural resources. Implementation of the Downtown Specific Plan and the Downtown Multimodal Streetscape Plan could create opportunities for job and population growth and transformational improvements to the roadways and public realm.
- **Corridor Revitalization.** Either the General Plan or an updated Entrada Specific Plan could include circulation, mobility, streetscape, built form, design components, and incentives for higher densities, intensification, and mixed-use redevelopment along the Main and Broadway Corridors, as recommended by the regional Sustainable Communities Strategies.
- **Redevelopment Opportunities.** Though much of the vacant land in Santa Maria is part of either a Specific Plan or a development project in the pipeline, many of the developed areas have low improvement ratios and/or a low FAR, indicating redevelopment opportunities.
- **Character and Design.** Commercial and industrial places and streets generally have the greatest potential for improved mobility, enhanced character, and placemaking due to low-slung development and large areas devoted to surface parking. Residential places and streets are generally more stable, although opportunities do exist for public realm, streetscape, and connectivity improvements.
- **Annexation.** The City will evaluate the tradeoffs of annexing land beyond City limits and of developing or redeveloping land within City limits in the Annexation Study to be prepared as part of this General Plan Update.

# Key Findings

## Challenges

- **Jobs-Housing Imbalance.** Over the last 20 years, population growth has outpaced job growth, creating a jobs-housing imbalance. According to projections from the Santa Barbara County Association of Governments (SBCAG), the trend will be exacerbated through 2050.
- **Land Use Planning.** About half of land in Santa Maria has a Planned Development Overlay. This suggests the current base zones in the Zoning Ordinance are not flexible enough to create desired building and development types and that development and building form is regulated on an ad hoc basis during the City's approvals process.
- **Land Use Conflicts.** Industrial uses are occasionally located next to residential uses (add other sensitive uses), creating abrupt transitions. Residents living next to industrial facilities may be exposed to emissions, odors, noise, and other factors detrimental to public health.
- **Disconnected Node.** The Mahoney Ranch North and South Specific Plans create an urbanized area disconnected from the rest of the city and many of its amenities.
- **Walkability.** Downtown is the most walkable part of the city, but residents in most other areas of the city have less convenient walking access to schools, parks, and/or retail. In addition, the city's trail network is limited and lacks connectivity, hindering the ability of pedestrians to walk to destinations. Improving walkability and an expanding the trail network can lead to improved health, increase opportunities for socialization, reduce dependency on vehicles, and improve the visual appearance of the city's street network.
- **Park and Recreational Facility Service and Access.** The City's park service ratio is 2.5 acres per 1,000 residents, short of its service goal of 5.0. The City is also not meeting its community pool and senior center per capita goals. The rate of residential growth will continue to put downward pressure on these ratios in the absence of considerable system expansion, increased access to parks and facilities through joint use agreements, and/or development of undeveloped portions of existing parks.



# **1. Planning Area**

# Purpose and Overview



*This section of the Report describes Santa Maria's regional context and select characteristics of the General Plan Update Planning Area.*

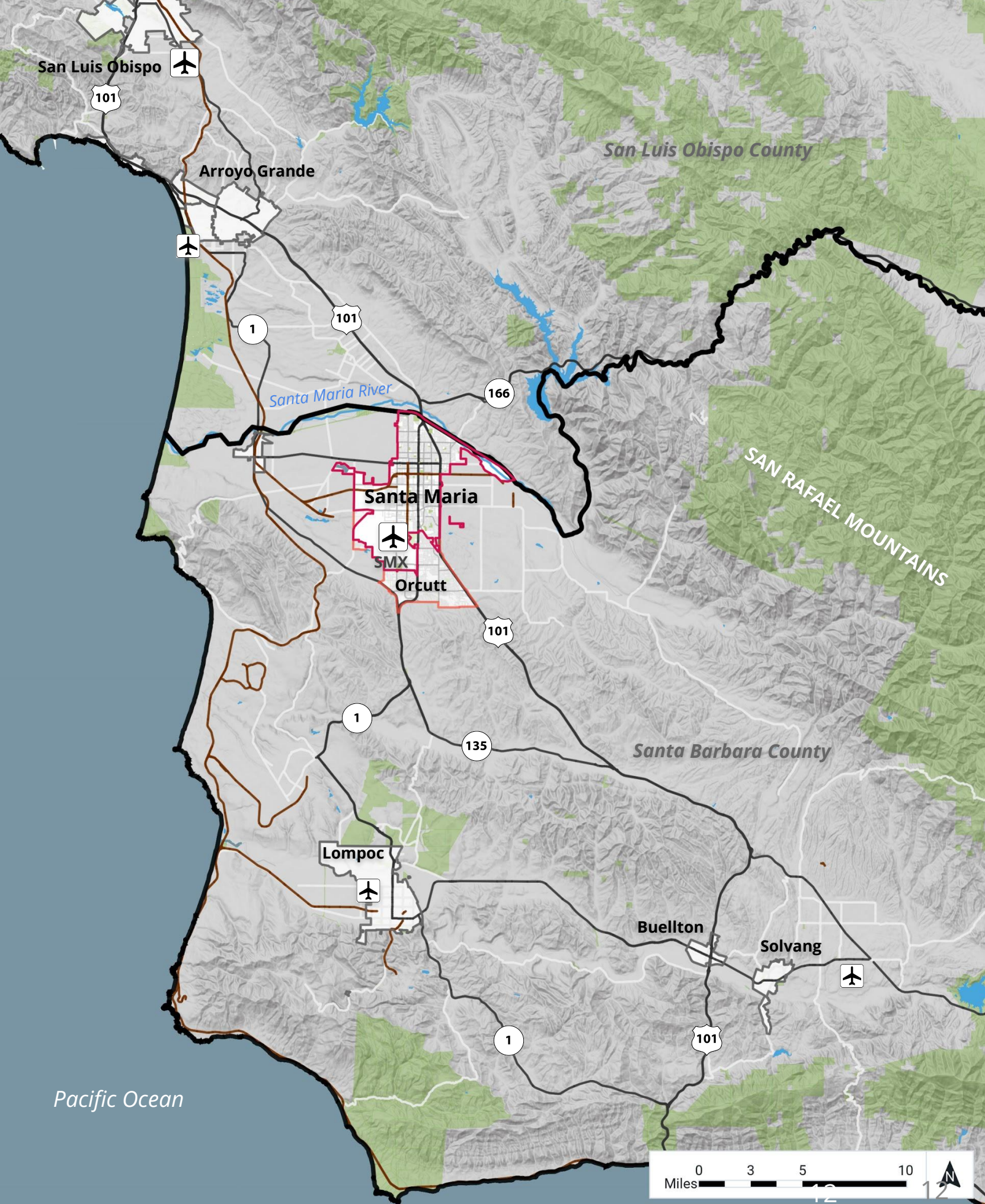
## Regional Location

- **Regional location.** The City of Santa Maria is located in the Central Coast of California, in the northwest part of Santa Barbara County, as shown in the Regional Location Figure in the next slide. Santa Maria is in the Santa Maria Valley, a valley renowned for its viticulture and agriculture. The city is immediately surrounded by the Santa Maria River to the north, unincorporated agricultural land to the east and west, and the unincorporated Community of Orcutt to the south. The Santa Maria River forms the Santa Barbara County and San Luis Obispo County line.
- **Proximity to regional destinations.** Santa Maria is about 10 miles west of the Pacific Ocean and 13 miles east of Los Padres National Forest in the San Rafael Mountains. It is about 25 miles south of San Luis Obispo and 50 miles northwest of Santa Barbara.
- **Access to regional transportation features.** US-101, State Route (SR)-1, and SR-166 run through or near Santa Maria. An Amtrak rail station in Guadalupe provides connections to Los Angeles, the Bay Area, and beyond. The Santa Maria Airport provides public and private aviation services.

# Regional Location

## Legend

- |   |                     |   |                   |
|---|---------------------|---|-------------------|
|  | City Limits         |  | Railroads         |
|  | Sphere of Influence |  | Freeways/Highways |
|  | County Boundary     |  | Major Streets     |
|  | Parks               |  | Local Streets     |
|  | Water               |   |                   |



Raimi + Associates, 2020 | Source: City of Santa Maria, 2020;  
State of California, 2020; Urban Footprint, 2020.

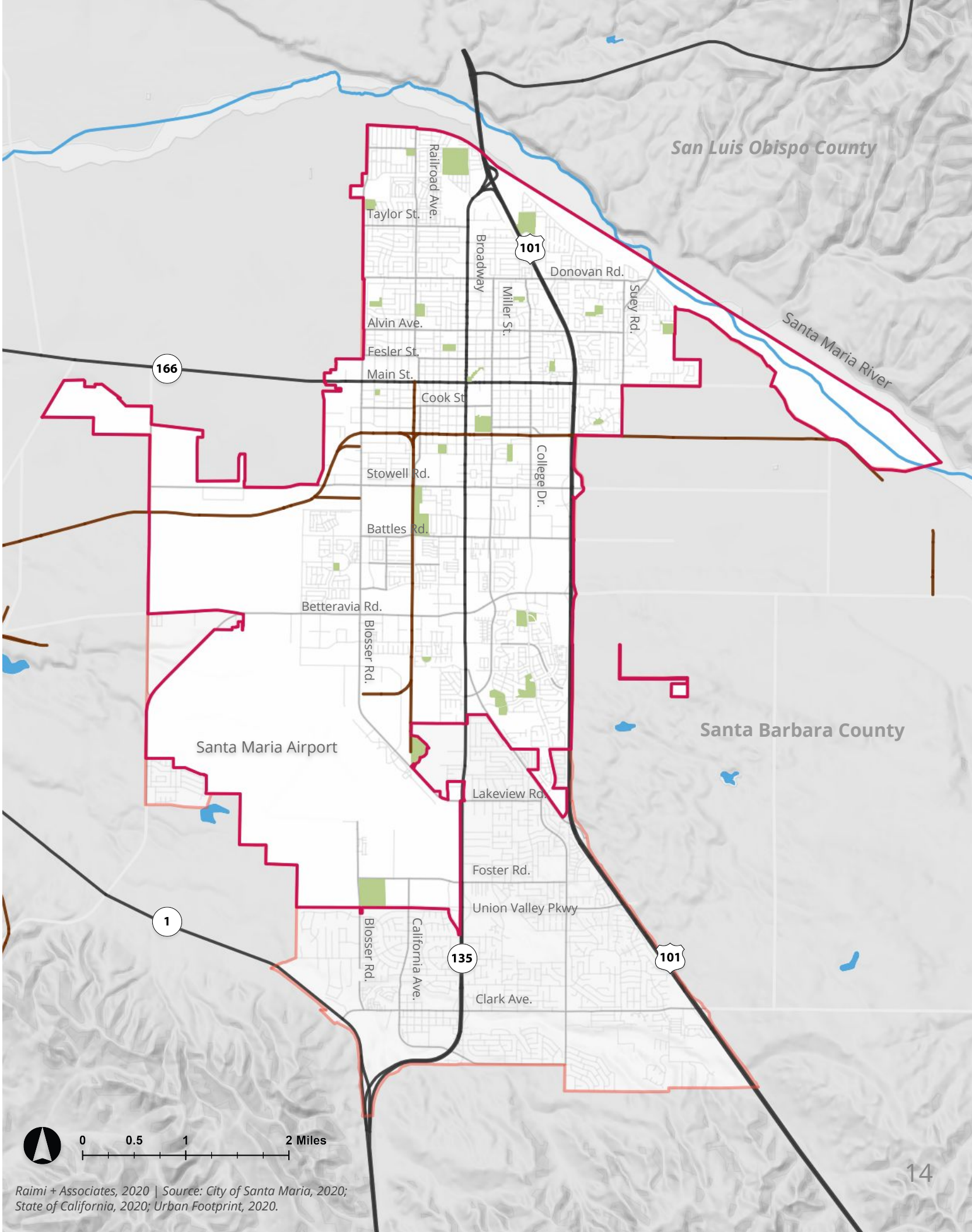


# Planning Area

- **Planning Area.** Per the State of California's General Plan Guidelines, the general plan must cover the territory within the boundaries of the adopting city or county as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning." Key planning terms, including City limits, Sphere of Influence, and Planning Area are defined below and shown on the map in the next slide:
  - City limits. City limits refers to land inside of the boundaries of the City of Santa Maria.
  - Sphere of Influence. The SOI is the "probable physical boundaries and service area" of the City as defined by the State General Plan Guidelines. The Local Agency Formation Commission (LAFCO) in Santa Barbara County adopted the SOI for the City of Santa Maria.
  - Planning Area. The area a general plan covers is known as the "planning area." Often, a planning area includes both the city and the city's SOI.
- **City Limits and Sphere of Influence.** The Planning Area for the General Plan Update includes land within City limits and land within the City of Santa Maria's SOI. The Planning Area is shown on the next slide. There are three main areas in the SOI:
  - Betteravia SOI: a triangular area of land along Betteravia Road in the western part of the Planning Area
  - Tanglewood SOI: the Tanglewood area to the west of the Santa Maria Airport
  - Orcutt SOI: the unincorporated Community of Orcutt.
- **Acreage.** The Planning Area covers about 17,200 acres, of which about 12,700 acres are within City limits and about 4,500 acres are in the SOI. Within the SOI, the Betteravia SOI is comprised of about 200 acres, Tanglewood SOI is 100 acres, and the Orcutt SOI is about 4,200 acres. This Report focuses primarily on areas within City limits because as of the time of writing, Orcutt is not likely to be annexed into the city.

# Planning Area

- Legend**
- City Limits
  - Sphere of Influence
  - Parks
  - Water
  - Railroads
  - Freeways/Highways
  - Major Streets
  - Local Streets



0 0.5 1 2 Miles

Raimi + Associates, 2020 | Source: City of Santa Maria, 2020; State of California, 2020; Urban Footprint, 2020.

## **2. Existing Land Uses**



# Purpose and Overview

*This section of the Report describes existing land uses, their distribution across the city, and conflicts among them. An understanding of existing land uses will shape changes to land use policy and maps in the General Plan Update.*

## Existing Land Use - Overall Pattern of Use

- **What are “existing land uses”?** This discussion focuses on existing land use, which refers to the way land is developed and currently being used in the Planning Area as of 2020. Existing land use differs from General Plan land use designations or zoning districts. Refer to the Figure and Table of existing land uses later in this section to see the distribution of existing land uses in Santa Maria.
- **Overall pattern of use.** Residential is the leading land use in Santa Maria, comprising about 27 percent of the city. Single-family residential is the leading type of residential development in the city, comprising about 22 percent of the city. Residential land uses are distributed throughout the City of Santa Maria, most commonly in single-family residential subdivisions. Most residential uses are separated from non-residential uses, except in Downtown Santa Maria. Santa Maria has a significant amount of vacant land, covering about 19 percent of the city. Much of this vacant land is located on the edges of the city. After vacant land, the next most common land uses are conservation and agricultural uses, covering about 14 percent of the city, followed by airport uses (11 percent), public and institutional uses (11 percent), industrial uses (8 percent), and commercial uses (7 percent). Non-residential uses, including industrial and commercial uses, commonly line major corridors in Santa Maria, including Broadway, Main Street, and Betteravia Road. Agricultural uses, like vacant uses, are commonly located on the edges of the city, away from more developed portions of the city. Existing land uses are described in further detail in the slides that follow.

# Existing Land Use

- **Residential.** Single-family residential uses are most commonly found in subdivisions. Though there are single-family land uses in Downtown Santa Maria, most single-family uses are in subdivisions outside of Downtown. Most often, these subdivisions do not have a mix of residential and non-residential land uses. Multi-family housing tends to be either be 1) scattered throughout primarily single-family residential neighborhoods near Downtown or 2) developed throughout the city, but especially along major corridors, as complexes with shared facilities, such as private open space and pools.
- **Commercial.** Commercial land uses, including retail and office, most often front major roadways, such as Broadway, Main Street, and Betteravia Road, or are located near US-101. Many retail commercial uses near US-101 are located in “power centers,” outdoor shopping areas with a mix of a few major anchor retailers (such as Costco or the Home Depot) and several smaller retailers. Most commercial uses Downtown -- including retail, office, and restaurant land uses -- have small building footprints due to small lot size, with the exception of Santa Maria Town Center.
- **Industrial.** Santa Maria has a sizable presence of industrial land uses. Industrial uses are most commonly located in the west side of the Planning Area near Blosser Road or along US-101. Light industrial uses, including warehouses and manufacturing facilities to the immediate north of the Santa Maria Airport, are built on large lots (minimum 15,000 feet, per the Zoning Ordinance ) and are set back from the street. These industrial uses are often fronted by large surface parking lots. There are agriculture-oriented industrial uses, including food processing facilities, package facilities, storage facilities, and greenhouses to the west of Blosser Road and North of Betteravia Road and on the south side of Stowell Road west of Blosser Road. Industrial uses along Betteravia Road, which include warehouses, light manufacturing, and auto-oriented uses, tend to be built on smaller (less than 15,000 square feet), narrower parcels than most other industrial uses.
- **Airport.** The Santa Maria Public Airport is located in the southwestern part of the Planning Area. It is immediately surrounded by compatible land uses, including agriculture, vacant land, and industrial land.

# Existing Land Use

- **Public, Institutional, and Parks**

- Schools. Public schools are distributed throughout the Planning Area and are often community focus points in residential neighborhoods. Hancock College is situated on nearly an entire block near US-101.
- Parks. Like schools, parks are often located in residential neighborhoods and distributed throughout Santa Maria.
- City facilities. Most City of Santa Maria's government buildings, including City Hall and City offices, are located near the Downtown area. Other City facilities, including the City's wastewater treatment plant and Santa Maria Area Transit operations facility, are located at the edges of the city.
- Healthcare facilities. Community health facilities are located throughout the city. Marian Regional Medical Center, located on Main Street adjacent to US-101, is a campus-like hospital complex and is the largest medical use in the city.

- **Agriculture.** Most agricultural uses within the City of Santa Maria are located on the west side of the city. Agricultural uses lie immediately to the east and west of City boundaries.

- **Vacant.** Vacant parcels are most commonly located on the periphery of the city, including near the Santa Maria River, west of A Street in the western portion of the city, and near the Santa Maria Public Airport.

*For more information about schools, public facilities, and parks in Santa Maria, refer to the Public Facilities section and the Parks and Recreation Facilities and Programs section of this Report. For more information about vacant land, see the Development Potential section of this Report.*



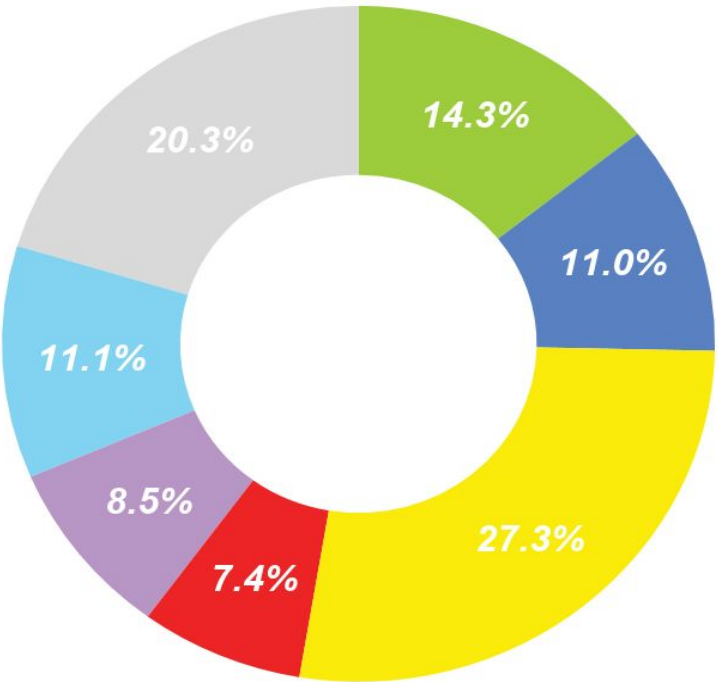
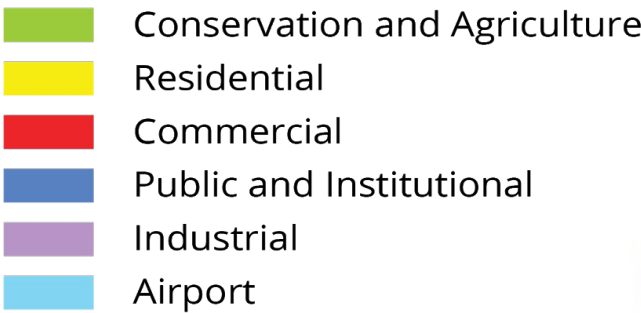
# Existing Land Use

## Existing Land Use

Land Use	Acres	% of City
<b>Residential</b>	<b>3,486</b>	<b>27.3</b>
Single-Family Residential	2,806	22.0
Condominiums	113	0.9
Apartment	359	2.8
Mobile Home	208	1.6
<b>Commercial</b>	<b>948</b>	<b>7.4</b>
Auto Service and Sales/service station	218	1.7
Bank	16	0.1
Hotel/Motel	41	0.3
Indoor Recreation	46	0.4
Neighborhood Commerce	249	2.0
Office	161	1.3
Regional Commerce	131	1.0
Restaurants	66	0.5
Theater	20	0.2
<b>Industrial</b>	<b>1,082</b>	<b>8.5</b>
Light Industry	759	6.0
Heavy Industry	61	0.5
Warehouse	262	2.1
<b>Airport</b>	<b>1,411</b>	<b>11.1</b>
<b>Public and Institutional</b>	<b>1,408</b>	<b>11.0</b>
Church	85	0.7
Colleges/Universities	84	0.7

Land Use	Acres	% of City
Government Office	362	2.8
Hospital	11	0.1
Medical Office	67	0.5
Parks and Recreation	521	4.1
Schools (K-12))	278	2.2
<b>Conservation and Agriculture</b>	<b>1,828</b>	<b>14.3</b>
Agricultural	1,649	12.9
Water	179	1.4
<b>Other</b>	<b>2,589</b>	<b>20.3</b>
Private Right-of-Way	106	0.8
Vacant	2,483	19.5
<b>Total</b>	<b>12,752</b>	<b>100.0</b>

## Major Categories



# Existing Land Use

## Legend

- City Limits
- Sphere of Influence
- Parks
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

## Existing Land Use Types

### Conservation and Agricultural

- Agriculture
- Water

### Public

- Church
- Elementary School
- High School
- College/Universities
- Government Office
- Hospital
- Parks and Recreation
- Right of Way
- Vacant

### Residential

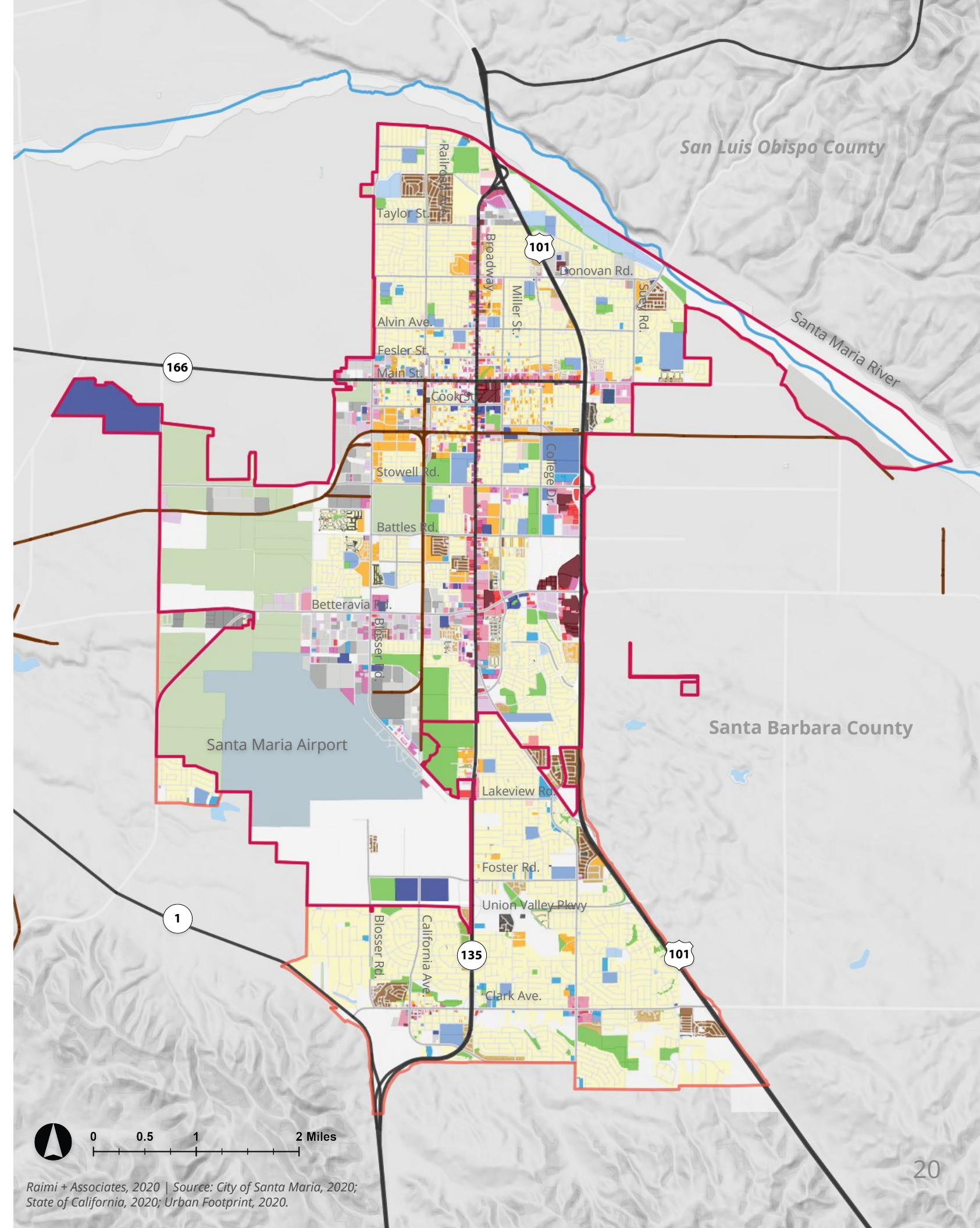
- Apartments
- Condominiums
- Mobile Home
- Single-family Dwellings

### Commercial

- Auto Service and Sales
- Service Station
- Medical Office
- Office
- Indoor Recreation
- Neighborhood Commerce
- Hotel/Motel
- Theater
- Restaurants
- Bank
- Regional Commerce

### Industrial

- Light Industry
- Heavy Industry
- Warehouse
- Airport



\*The existing land use data in the SOI is not verified by the City.

# Land Use Conflicts

- **Definition.** The City of Santa Maria's General Plan Land Use Element describes land use conflicts as those that arise when development causes undesirable environmental consequences that affect the surrounding neighborhood, such as noise, dust, traffic congestion and related parking conflicts, lighting, visual or aesthetic impacts, odor, and drainage problems. Land use conflicts may potentially result in adverse health impacts to nearby residents.
- **Conflicts.** The Land Use Element identifies land use conflicts that may result in the most significant impacts to residents. These include:
  - Industrial and/or trucking uses immediately adjacent to residential;
  - Heavy commercial (commercial uses that take up a lot of land, may require transport of materials by truck, require large loading and docking areas, and where possibility of noise generation may exist) immediately adjacent to residential;
  - Agricultural uses immediately adjacent to residential;
  - Heavy traffic impacting residential neighborhoods; and
  - Airport noise impacts.
- The Figure on the next slide maps instances of industrial uses and agricultural uses immediately adjacent to residential within City limits. There are no conflicts of heavy commercial uses (such as regional commercial) immediately adjacent to residential properties. Most of the conflicts shown are conflicts between residential and industrial uses. Many of these instances are along railroad lines. Though conflicting land use adjacencies are often buffered with walls or landscaping, they cannot completely mitigate impacts.
- The existing General Plan only identifies residential land use conflicts. However, there may be other land use conflicts in Santa Maria, including industrial, heavy commercial, and agricultural uses immediately adjacent to schools, childcare facilities, and healthcare facilities. These land use conflicts should also be evaluated later during the General Plan Update process.
- Noise conditions are described in the *Environmental Background Existing Conditions Report*, and traffic is discussed in the *Transportation and Mobility Existing Conditions Report*.



# Land Use Conflicts



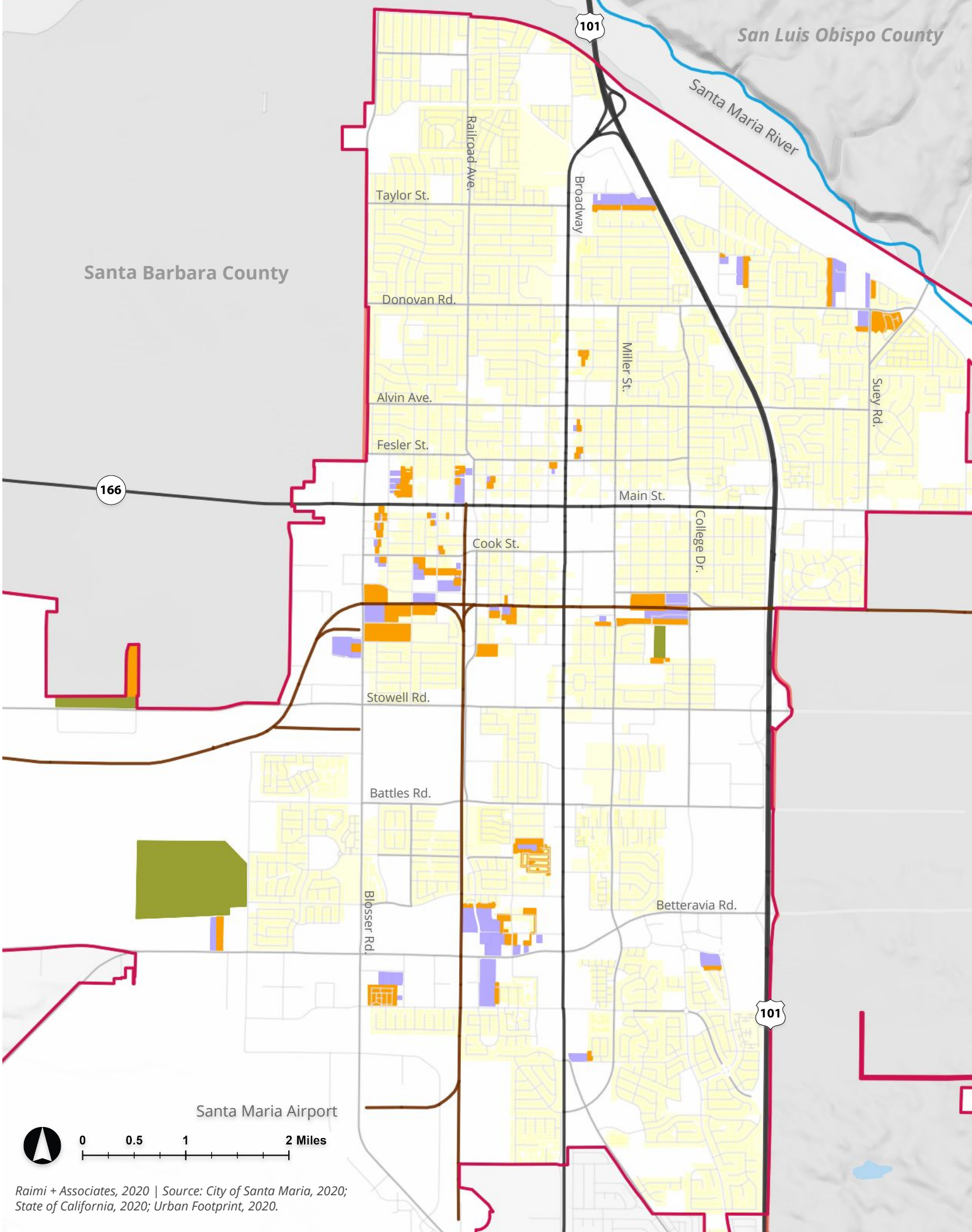
Above: residential neighborhoods are often buffered from industrial or auto-centric uses via walls and landscaping.

### Legend

- City Limits
- Sphere of Influence
- River
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

### Land Uses

- Residential adjacent to an industrial or agricultural use
- Agricultural
- Industrial





### **3. Land Use Regulations**

# Purpose and Overview

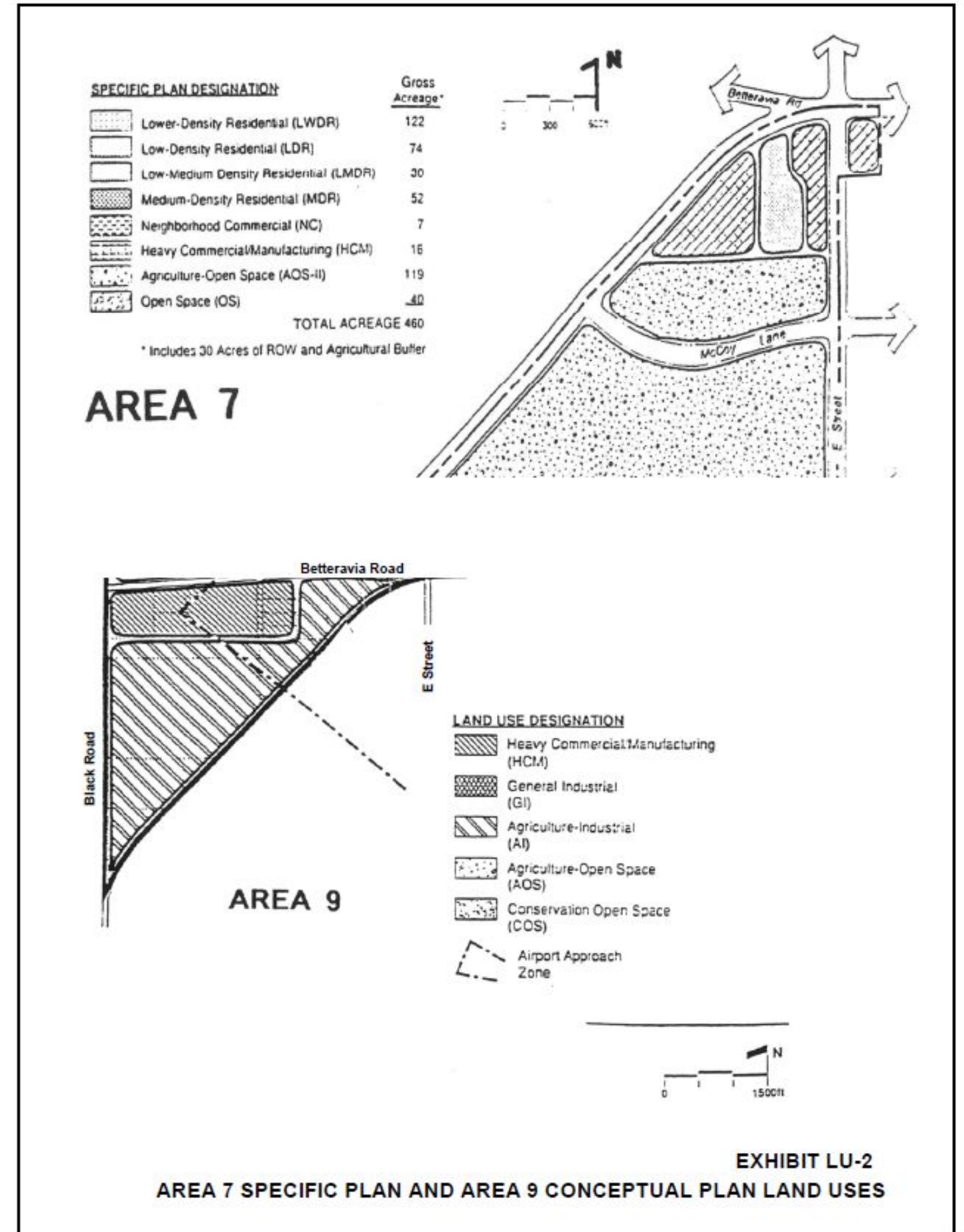
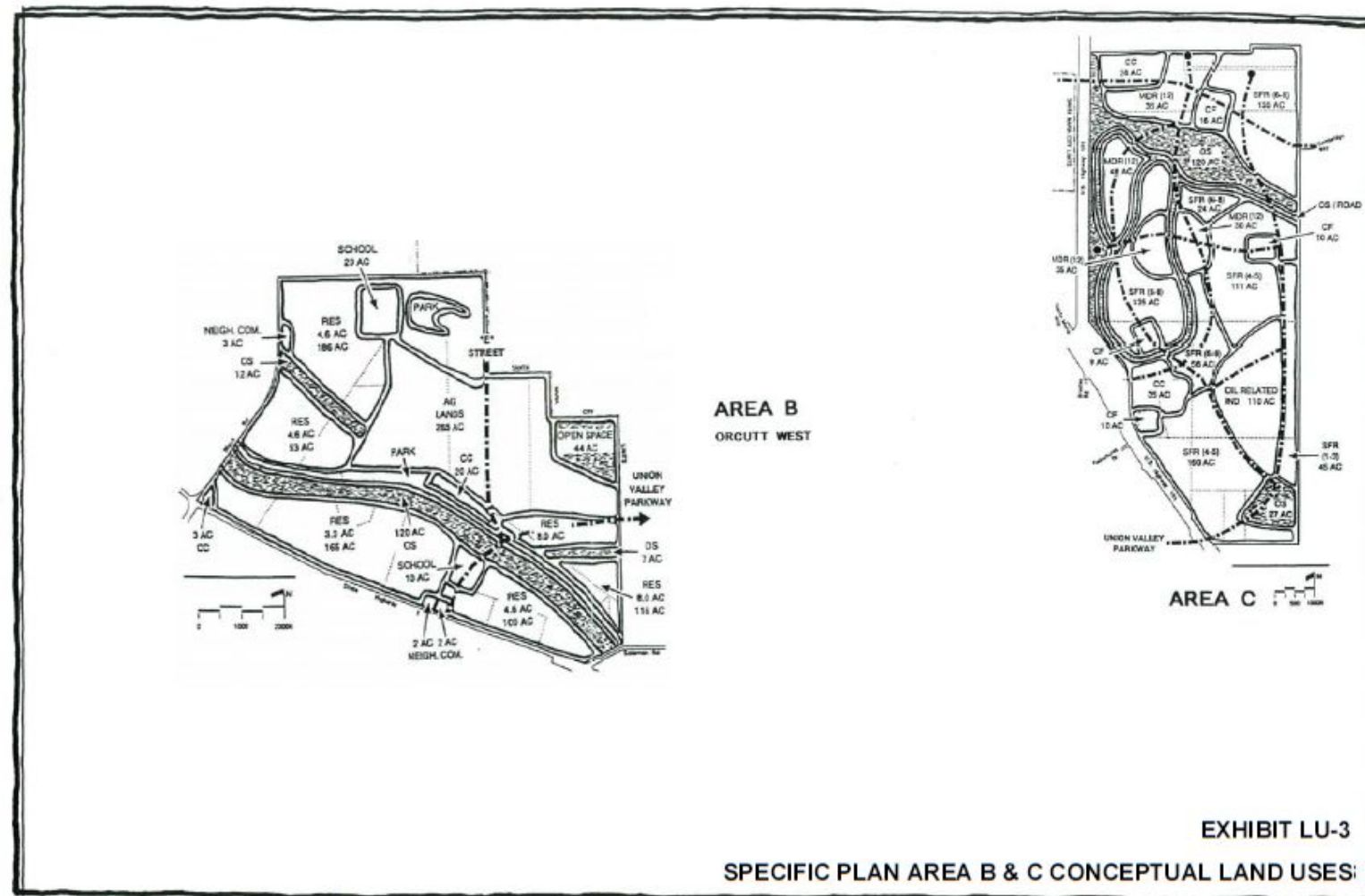
*This section of the Report introduces the current General Plan Land Use Element (LUE), which designates the proposed general distribution and general location and extent of the uses of the land, as well as the Zoning Ordinance, which implements the LUE by identifying zoning districts that correspond with General Plan land use classifications. The LUE is fundamental to the General Plan, where the policies of each of the other elements are reflected in the land use patterns established in the LUE. Likewise, the Zoning Ordinance is a primary mechanism for implementing General Plan land use policies. An understanding of both the LUE and the Zoning Ordinance is foundational for the General Plan Update.*

## General Plan Land Use Element

- **Land Use Element.** The General Plan Land Use Element is organized into three sections. Section I includes an introduction and statement of assumptions. Section II summarizes existing conditions, growth projections, and constraints; defines Land Use Classifications and the Land Use Policy Map; and introduces specific plans, redevelopment plans, the Zoning Ordinance, historic preservation, and the mitigation of land use conflicts. Section III outlines Land Use goals and their implementation.
- **Overview.** The following slides summarize:
  - Recent history of the LUE and its implementation
  - The Land use goals in Section III
  - The General Plan Land Use Classifications in Section II
  - Districts and corridors identified in the LUE.

# General Plan Land Use Element: History

- The Land Use Element was adopted in 1991 and amended in 2011.
- Historically, the most significant focus of the General Plan has been the proposed annexation of Sphere of Influence Target Areas and Alternative Areas.
  - o The majority of these areas have been subsequently annexed into the City limits.
  - o Alternative Area B, and the remaining portions of Sphere of Influence Target Areas 7 and 9, shown on Exhibits LU-2 and LU-3, remain as potential annexation areas. (Resolution 2011-111).



# General Plan Land Use Goals

Section III of the Land Use Element is organized around twelve goals, and most goals have a single policy and multiple objectives specific to that policy. Each goal also includes accomplishments to date, anticipated results, implementation programs, and implementing agencies.

- **Goal L.U.1 - Community Character.** Maintain and improve the existing character of the community as the industrial and commercial retail center for northern Santa Barbara County and southern San Luis Obispo County.
- **Goal L.U.2 - Urban Services.** Provide all necessary urban services and facilities for present and future city residents, which include providing sufficient land for community facilities (i.e., fire station, police station, library, cultural center).
- **Goal L.U.3 - Urban Design.** The City will promote quality urban design enhancing Santa Maria's character.
- **Goal L.U.4 - Industrial and Commercial Uses.** New employment generating clean and low water demand industry and commercial uses will be encouraged to locate in Santa Maria, and activities of this type presently located in the city will be encouraged to remain.
- **Goal L.U.5 - Development Continuity.** Discourage sprawl and "leapfrog" development.
- **Goal L.U.6a - Balance Growth.** Accommodate new development, balancing social, environmental and economic considerations.
- **Goal L.U.6b - Preserve Agricultural Resources.** Accommodate growth while making every effort to preserve agricultural resources in the surrounding region.
- **Goal L.U.6c - Urban/Agriculture Equilibrium.** Achieve a balance between increased developments and the maintenance, management, and/or preservation of local resources.
- **Goal L.U.7 - Land Use Conflict Reduction.** Reduce existing and potential land use conflicts.
- **Goal L.U.8 - Planning Coordination.** Coordinate planning efforts both within the city and with other jurisdictions in the region.
- **Goal L.U.9 - Promote Adequate Housing Supply.** The City will continue to promote an adequate supply of quality residential development within Santa Maria.
- **Goal L.U.10 - Promote High Quality Commercial and Industrial Development.** Continue to promote quality commercial and industrial development in Santa Maria and encourage the upgrading and revitalization of the existing commercial and industrial areas.
- **Goal L.U.11 - Balance Land Use Supplies.** The City will address the present imbalance between the land area designated for residential development and for those areas designated industrial and commercial development.
- **Goal L.U.12 - Water Supply.** Participate in and implement programs and measures which effectively conserve water.



# General Plan Land Use Classifications

**Land Use Classifications.** The Land Use Classifications in the General Plan provide for the distribution of varying uses as indicated on the Land Use Policy Map and specify the maximum density allowed per gross acre of land. The General Plan defers to the Zoning Ordinance to establish specific development standards, including minimum lot sizes. Each classification is briefly defined below, and the Table in the following slide summarizes the zoning and allowable housing density that correspond with each classification.

- **Residential**

- Residential Agricultural (RA) (Resolution 2011-111): transition area between agricultural and urban lifestyles with low-density dwelling units and limited commercial activity
- Lower-Density Residential (LWDR-4): single-family dwellings on large lots
- Low Density Residential (LDR-5): single-family detached dwellings
- Low Medium Density Residential (LMDR-8) (Resolution 94-147): single-family dwelling units on smaller lots
- Medium Density Residential (MDR-12): single-family dwellings, duplexes, triplexes, and multi-family complexes
- High Density Residential (HDR-22): duplexes, triplexes, and larger multi-family complexes
- All Mobile home parks, regardless of General Plan classifications or zoning districts, shall be allowed a maximum density of ten (10) units per acre. (Resolution 2003-142, LU-23)

- **Commercial**

- Neighborhood Commercial (NC): small areas within residential areas, with supermarkets, convenience grocery stores, drug stores, laundromats, bakeries, shoe repair shops, and accessory residential dwelling units above first floor commercial/office
- Community Commercial (CC): commercial areas outside the central core geared toward an area-wide market, including a variety of retail uses, excluding "heavy," land extensive or quasi-industrial commercial uses such as lumber yards, agricultural equipment yards, pipe supply works, etc.
- Commercial/Professional Office (CPO): office development for medical, legal, travel agencies, insurance, and real estate services, as well as a certain complementary commercial uses
- Central District I (CD-I) (Resolutions 2008-163, 2011-111): pedestrian-oriented office, retail, cultural, and government activities in the area generally thought of as the Central Business District
- Central District II (CD-II) (Resolutions 2008-163, 2011-111): pedestrian-oriented mixed uses (residential, office, retail), services, and assembly with an enhanced street environment
- Freeway Service (FS) (Resolution 2008-179): motels, service stations, restaurants, and rest stops to accommodate the needs of the traveling public along major corridors

# General Plan Land Use Classifications (continued)

- **Industrial**

- Light Industrial (LI): industrial uses contained primarily within the building that do not generate negative environmental impacts, like research facilities, light assembly plants, non-public-oriented-offices and industrial support offices
- Heavy Commercial/Manufacturing (HCM): heavy commercial uses which may be land extensive, require transport of materials by heavy truck, require large loading and docking areas, and where the possibilities of heavy noise generation exist, including lumberyards, boat works, warehouses, building supply dealers, mobile home sales, farm equipment sales, equipment repair
- General Industrial (GI): all types of heavy industrial uses, but particularly those which need to be separated from other land uses because of the impacts associated with these activities, such as heavy truck traffic, noise, odor, or dust, including heavy manufacturing and heavy trucking operations
- Airport-Airport Service (A-AS): airport and airport-related commercial and industrial uses not adversely affected by airport operations, to provide for specific areas for aircraft operation and navigation aids, and to minimize the hazard to safe landing and take-off of aircraft

- **Public**

- Community Facilities (CF): facilities for use by the public, including schools and government buildings

- **Open Space (OS):** Areas preserved for mineral extraction, agriculture, natural resources, recreation, scenic value, and urban and safety buffers, with limited residential uses.

- Primary Agricultural Open Space (AOS-I): prime agricultural land with intensive crop agriculture
- Secondary Agricultural Open Space (AOS-II): other agriculture, grazing, and urban buffer
- Conservation Open Space (COS): areas subject to hazards, groundwater recharge areas, areas used for mineral extraction, and publicly owned landscaped areas
- Recreation Open Space (ROS): existing and proposed recreational facilities

# General Plan Land Use Classifications

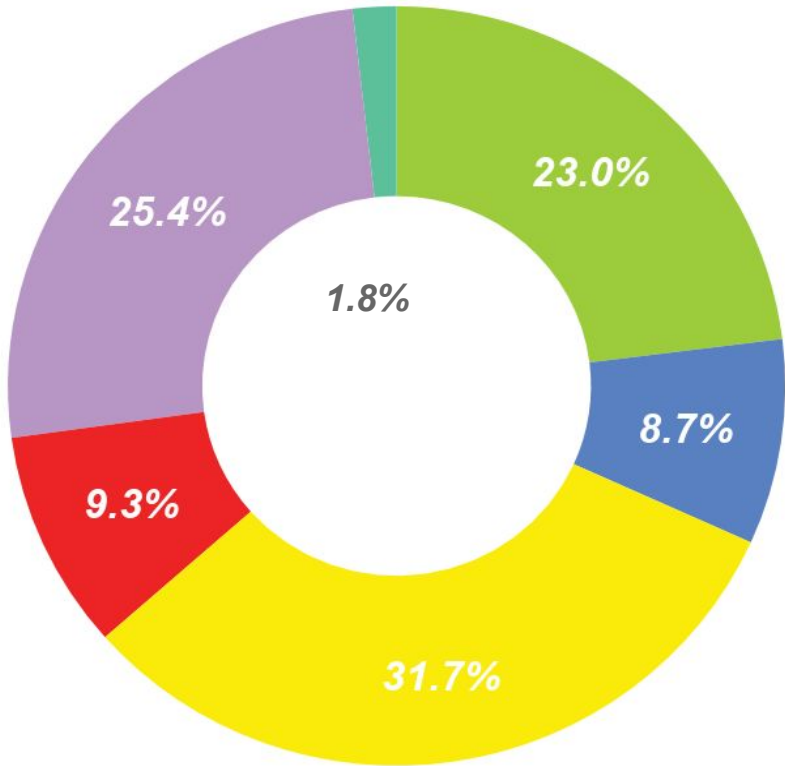
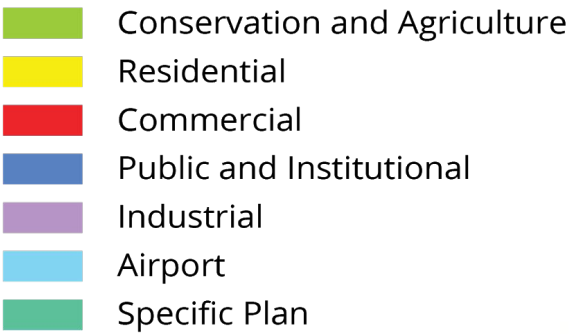
## General Plan Land Use Classifications

Land Use Classification	Acres	% of City	Corresponding Zoning	Max. Res. Density (units/acre)
<b>Residential</b>		<b>31.74%</b>		
RA	0	0%	R-A, Planned Development (PD) overlay	2
LWDR-4	476	3.75%	R-A-5, R-1-40,000 to R-1-10,000, PD overlay	4
LDR-5	2,013	15.87%	R-1, R-1-6,000 to R-1-10,000, RMH, PD overlay	5
LMDR-8	500	3.94%	RSL-1, RMH, R-1, R-2, PD overlay	8
MDR-10	7	0.06%	R-2, PD overlay	10
MDR-12	469	3.70%	R-2, PD overlay	12
HDR-22	561	4.42%	R-3, PD overlay	22
<b>Commercial</b>		<b>9.32%</b>		
NC	30	0.24%	C-1, CC, CPO, PD overlay	12 ADUs
CC	801	6.31%	C-1, C-2, PD overlay	
CPO	272	2.14%	CPO, PD overlay	30 <sup>1</sup>
CD-I	31	0.24%	C-1, PD overlay, Specific Plan (SP)	
CD-II	14	0.11%	R-3, PF, C-1, PD overlay, SP	40
FS	35	0.28%	FS, HC, PD overlay	
<b>Industrial</b>		<b>25.37%</b>		
LI	1,151	9.07%	M-1, PD overlay	
HCM	677	5.34%	CM, PD overlay	
GI	424	3.34%	M-2, PD overlay	
A-AS	966	7.61%	AA, CZ, AS-I, AS-II, AS-III, PD overlay	

1. Senior citizen housing may also be permitted to a maximum density of 30 dwelling units per acre with special review by the Planning Commission.

Land Use Classification	Acres	% of City	Corresponding Zoning	Max. Res. Density (units/acre)
<b>Public</b>		<b>8.73%</b>		
CF	1,108	8.73%	PF, PD overlay	
<b>Open Space</b>		<b>23.02%</b>		
AOS-I	65	0.51%	OS, PD overlay	
AOS-II	899	7.09%	OS, PD overlay	
COS	269	2.12%	OS, PD overlay	
ROS	1,688	13.30%	OS, PD overlay	









## Major Categories





# General Plan Land Use

## Legend

-  City Limits
-  Sphere of Influence
-  Parks
-  Water
-  Railroads
-  Freeways/Highways
-  Major Streets
-  Local Streets

## General Plan Land Use








## Conservation and Agriculture

- Primary Agricultural Open Space (AOS-I)
- Secondary Agricultural Open Space (AOS-II)
- Conservation Open Space (COS)
- Recreational Open Space (ROS)







## Public

-  Community Facilities (CF)





## Residential

-  High Density Residential (HDR-22)
-  Medium Density Residential (MDR-12)
-  Medium Density Residential (MDR-10)
-  Low Medium Density Residential (LMDR-8)
-  Low Density Residential (LDR-5)
-  Lower-Density Residential (LWDR-4)
-  Residential Agricultural District (RA)

## Commercial

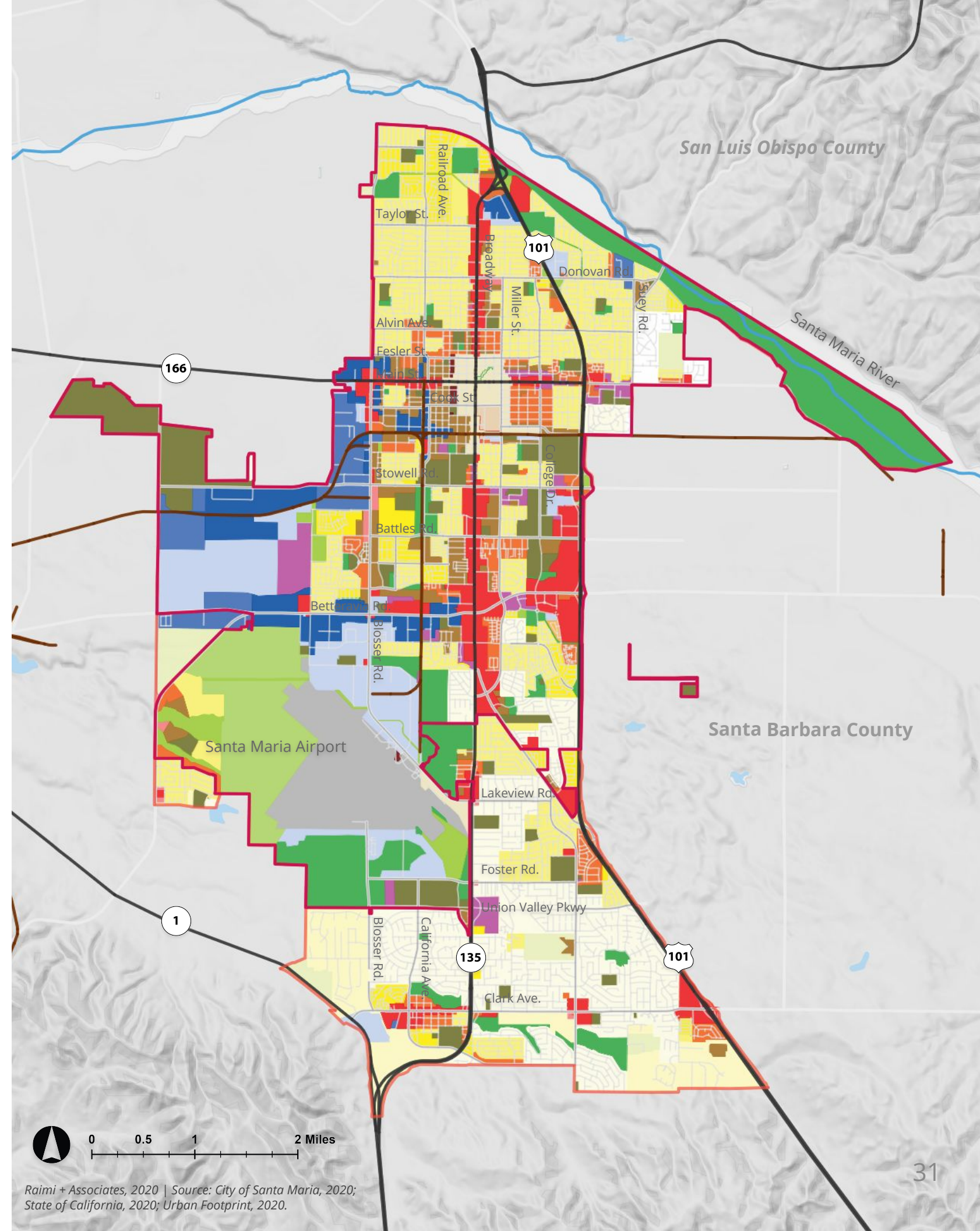
-  Community Commercial (CC)
-  Central District I (CD-I)
-  Central District II (CD-II)
-  Commercial/Professional Office (CPO)
-  Freeway Service (FS)
-  Neighborhood Commercial (NC)

## Industrial

-  General Industrial (GI)
-  Heavy Commercial/Manufacturing (HCM)
-  Light Industrial (LI)
-  Airport - Airport Service (A-AS)

### Specific Plan

- Specific Plan (SP)

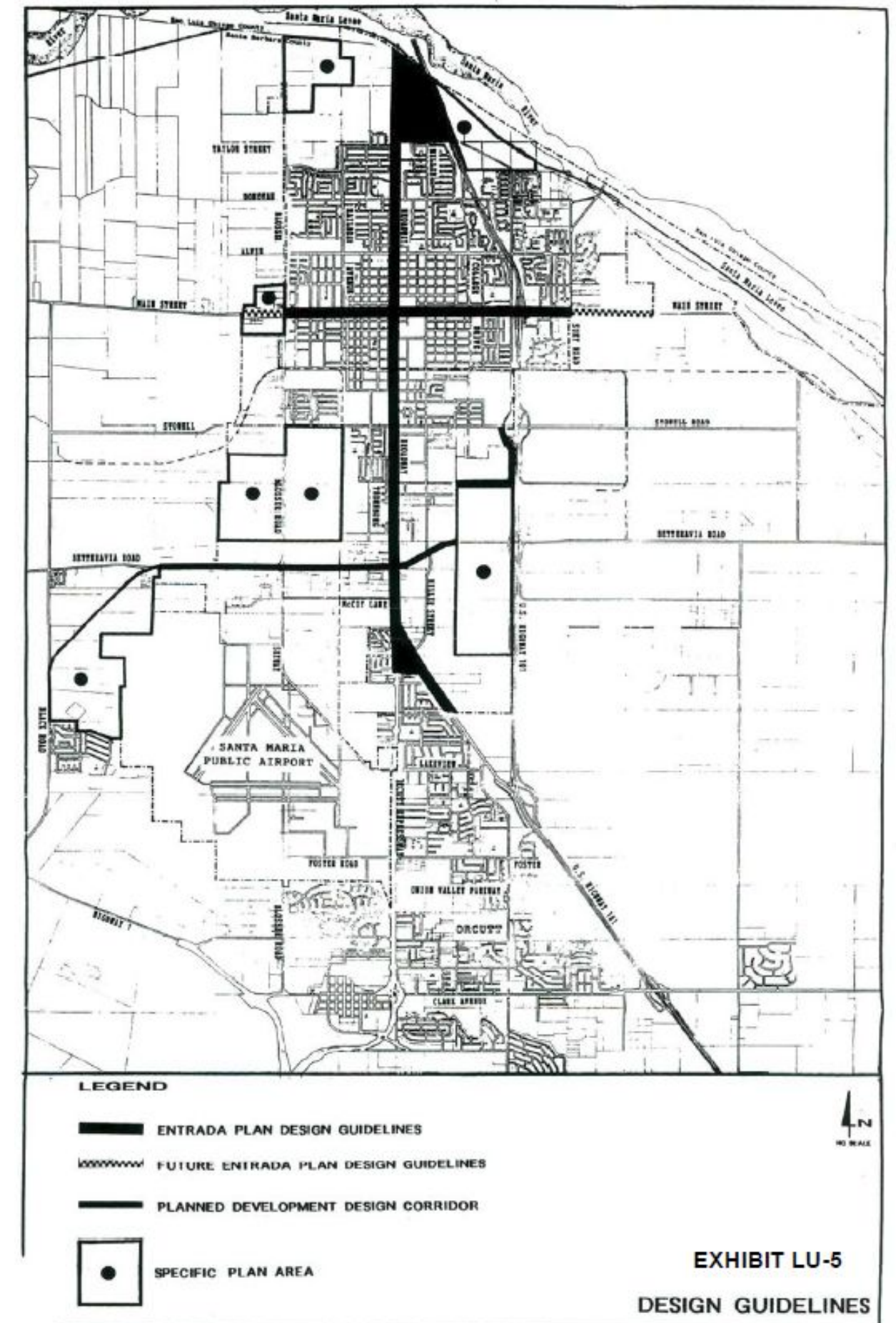




# Districts and Corridors in the Land Use Element

A limited number of districts and corridors are identified in the Land Use Element:

- **Central Business District.** The Central District I (CD-I) and Central District II (CD-II) classifications encompass the Downtown core.
- **Main Street and Broadway Corridors.** Goal L.U.3 - Urban Design, calls for the update and expansion of the Entrada Specific Plan, including the Main Street and Broadway corridors.
- **101 Corridor.** Goal L.U.4 - Industrial and Commercial Uses identifies US-101 as a corridor that “shall continue to provide for “Big-Box” retail regional type commercial uses and provide for regional auto sales.”
- **Potential Design Districts.** Goal L.U.3 - Urban Design calls for Specific Plan overlay studies are to determine which neighborhoods and districts would benefit from a design theme. Potential overlay neighborhoods are identified and shown in Exhibit LU-5:
  - North and South Broadway
  - Main Street
  - Stowell Road
  - Betteravia Road east of Thornburg to US-101
  - Santa Maria Way north of US-101 to College Drive.
- **Airport.** The airport is identified as a conflicting land use that requires buffering.



# Zoning Ordinance

- **Zoning Ordinance.** The Zoning Ordinance, according to the General Plan, is the primary mechanism for implementing General Plan land use policy. The General Plan identifies zoning districts that correspond with General Plan land use classifications. Existing Zoning regulations are shown in the Figure and in Table in the next slides.
- **General Observations**
  - The Zoning Ordinance allows for relatively small lot sizes for single-family residential. Many developed single-family residential parcels are under 10,000 sf.
  - The greatest residential density as-of-right is allowed Downtown; permitted density tends to be lower the further neighborhoods are from Downtown.
  - Mixed uses are allowed outside of Downtown with a Planned Development Overlay permit or a Conditional Use permit.
  - Maximum commercial intensity (i.e., square feet per acre) for districts is not defined in either the Zoning Ordinance or the General Plan. The Zoning Ordinance loosely regulates the built form via setback and height regulations.
- **Overlays.** Two types of overlays are commonly used in Santa Maria. Planned Development (PD) overlay zones are “designed and intended to provide for the orderly development of land in conformance with the comprehensive land use element and other elements of the General Plan of the City by permitting a flexible design approach to the development of a total community environment.” Specific Plans (SP) are “designed and intended to provide greater urban design flexibility through the adoption of a General Plan Specific Plan.” Some areas have Specific Plan and Planned Development overlays. More information about Specific Plans is included in Section 4 below.
- **Planned Development.** 49.3% of city acreage has a Planned Development overlay in addition to a base zone. All Community Commercial (CC), Central Business District (C-1), and Light Manufacturing (M-1) zoned land has a Planned Development overlay. The common use of Planned Development Overlays suggests existing base zones do not provide enough flexibility to produce desired types of development.

# Existing Zoning

## Zoning

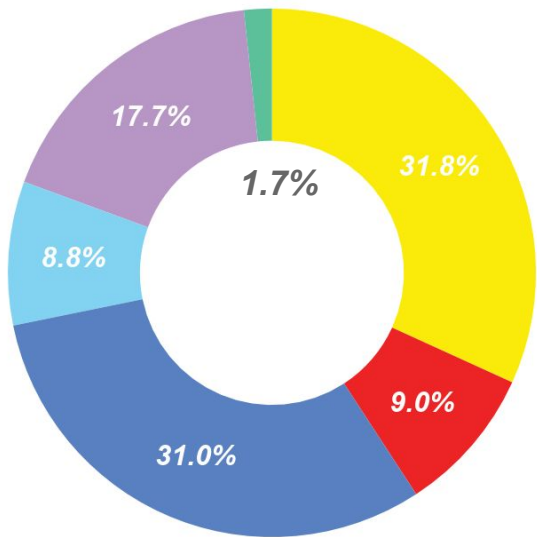
Zoning	Acres	% of City	Min. Lot Size (sf)	Max. Density <sup>1</sup>	Max. Height
<b>Residential</b>	<b>4029.5</b>	<b>31.8</b>	-	-	-
RA Residential Agricultural	10.1	0.1	20,000	-	25'
R-1 Single Family Residential	2,494.2	19.7	6,000 <sup>2</sup>	4-8	30'
RSL-1 Single-Family Small Lot Residential	302.0	2.4	4,500 <sup>2</sup>	8 <sup>3</sup>	25'
R-2 Medium-Density Residential	472.0	3.7	6,000 <sup>2</sup>	8 – 12 <sup>3</sup>	30'
R-3 High-Density Residential	553.6	4.4	7,000 <sup>2</sup>	22 <sup>3</sup>	35' <sup>3</sup>
RMH Residential Mobile Home Park	197.5	1.6	-	-	-
<b>Commercial</b>	<b>1,138.3</b>	<b>9.0</b>	-	-	-
CPO Office – Commercial/Professional	277.7	2.2	5,000	-	35' <sup>3</sup>
CC Convenience Center	38.5	0.3	1 acre	-	30'
C-1 Central Business	56.3	0.4	7,000	-	40'
C-2 General Commercial	735.4	5.8	7,000	-	70' <sup>3</sup>
FS Freeway Service	29.8	0.2	20,000	-	40'
HC Highway Commercial	0.6	0.0	NA	-	40'
<b>Industrial</b>	<b>2,248.2</b>	<b>17.7</b>	-	-	-
M-1 Light Manufacturing	1,146.7	9.0	15,000 <sup>4</sup>	-	35' <sup>3</sup>
M-2 General Manufacturing	426.6	3.4	15,000 <sup>4</sup>	-	40' <sup>3</sup>
CM Commercial/Manufacturing	674.9	5.3	15,000 <sup>4</sup>	-	40' <sup>3</sup>
<b>Airport</b>	<b>1,111.2</b>	<b>8.8</b>	-	-	-
CZ, AS-I, AS-II, AS-III, RPZ, PF-A Airport Clear Zone; Airport Service I, II, III; Runway Protection Zone; Public Facilities Airport <sup>8</sup>	1,111.2	8.8	-	-	-

Zoning	Acres	% of City	Min. Lot Size	Max. Density <sup>1</sup>	Max. Height
<b>Public and Institutional</b>	<b>3,938.6</b>	<b>31.0</b>	-	-	-
OS Open Space	2,848.7	22.5	-	-	-
PF Public Facilities	1,089.9	8.6	-	-	35' <sup>3</sup>
<b>Specific Plans</b>	<b>220.8</b>	<b>1.7</b>	-	-	-
SP Downtown Specific Plan <sup>5</sup>	220.8	1.7	-	-	70'
<b>Other<sup>5,6</sup></b>	-	-	-	-	-
SP Other Specific Plans	23.2	1.2	-	-	-
H Historic Overlay	4.3	0.0	-	-	-
PD Planned Development Overlay	6,248.5	49.3	-	-	-
A Auto Overlay	54.4	0.4	-	-	-
F Freeway Overlay	76.9	0.6	-	-	-

### Notes:

1. Maximum density in dwelling units per acre. Maximum non-residential intensity defined in the General Plan.
2. Square footage for interior lots.
3. Greater density or height may be allowed subject to City approval.
4. Minimum lot size unless a reduced lot size is approved by Planning Commission through a Planned Development permit.
5. See Zoning Ordinance for development standards.
6. Acreage not counted towards total city acreage.

### Major Categories





# Existing Zoning

## Legend

- City Limits
- Sphere of Influence
- Parks
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

## Zoning Designations

### Public

- Open Space (OS)
- Public Facilities (PF)
- Public Facilities Airport (PF-A)

### Residential

- Residential Agriculture (RA)
- Single Family Residential (R-1)
- Small Lot Single Family Residential (RSL-1)
- Medium Density Residential (R-2)
- High Density Residential (R-3)
- Residential Mobile Home Park (RMH)

### Commercial

- Freeway Services (FS)
- Commercial & Prof. Office (CPO)
- Convenience Center (CC)
- Central Business District (C-1)
- General Commercial (C-2)
- Highway Commercial (HC)

### Airport

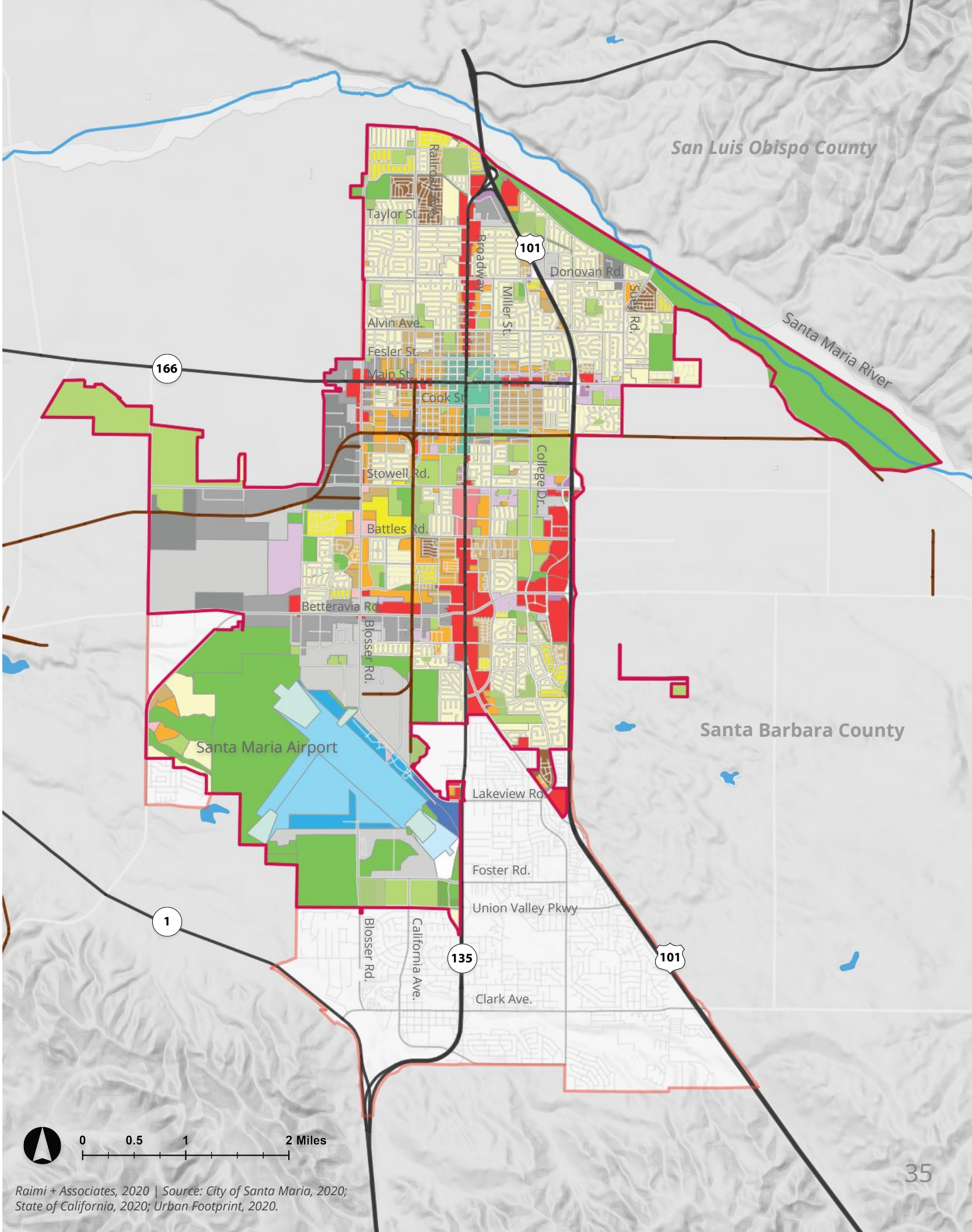
- Airport Clear Zone (CZ)
- Airport Service I (AS-I)
- Airport Service II (AS-II)
- Airport Service III (AS-III)
- Runway Protection Zone (RPZ)

### Industrial

- Light Manufacturing (M-1)
- Commercial Manufacturing (CM)
- General Manufacturing (M-2)

### Special

- Downtown Specific Plan (SP)





## **4. Planning and Policy Documents**

# Purpose and Overview

*This section of the Report includes an overview of adopted Specific Plans and the regional Sustainable Communities Strategies. Specific Plans are another common mechanism for implementing the General Plan in Santa Maria and therefore provide a more detailed and place-specific understanding of the land use planning and regulation context in which the General Plan is being updated. Though not binding on the City, the Sustainable Communities Strategies provide a higher-level understanding of the role future growth and development in Santa Maria play in a regional context.*

## Existing Specific Plans

- **Specific Plans** are optional and may be prepared to systematically implement the General Plan. They are a hybrid between the General Plan and the Zoning Ordinance and usually include infrastructure and development standards as well as an implementation program. Like General Plans, they are adopted legislatively. Santa Maria has five basic types of Specific Plan: a corridor plan, residential-focused plans, non-residential infill plans, a non-residential plan for city expansion, and the airport plan. Specific Plans are depicted in the Existing Specific Plans Figure.
- **Corridor Specific Plan**
  - Entrada Specific Plan (1976). This plan establishes a vision and design guidelines for the Broadway and Main corridors. It does not include a land use plan.
- **Residential Specific Plans.** Of the Specific Plans that include residential components, and all but three are built-out.
  - Mahoney Ranch South (2008) (west of the airport, adjacent to the Sphere of Influence). It includes 319 acres of residential, agriculture, and commercial uses on annexed land, including 1,405 units with a mix of single family, medium density, and high density residential.
    - Note: In the Mahoney Ranch *North* Specific Plan (2008), most land is to remain in rangeland/agriculture use. Five acres are to be used as low density residential, and about sixteen as heavy commercial and manufacturing.
  - Blosser Southeast 5B (2020) (bounded by Blosser, Stowell, Depot, and Battles). Though originally included in the Blosser Southeast plan, the 5B plan is a standalone Specific Plan and includes 88 acres of commercial, residential, public facility (including schools), and open space development. It allows 1,105 total residential units, including both low-medium and high density development.

# Existing Specific Plans (continued)

- **Specific Plans for Vacant Greenfield Infill**

- Blosser Southeast (1994 and amended in 2011). This is a 315 acre site bounded by Stowell, Depot, Blosser, and Carmen, including the large underdeveloped agriculture parcel between Stowell, Blosser, Battles, and the Santa Maria Valley Railroad. Two thirds of the land is reserved for residential uses (see the Blosser Southeast 5B plan above), with parks, schools, and a cultural center. It extends Battles Road west and extends bikeways and multi-use trails.
- Entrada Este Specific Plan (1994). This covers the northwest corner of a large vacant area otherwise covered by the Enos Ranchos Specific (see below). Uses include single-family detached residential, auto sales, and commercial offices.
- Enos Ranchos Specific Plan (2008). This is a 121 acre site at the northwest corner of US-101 and Betteravia Road. Includes a mix of retail, office, warehouse, community facilities, auto sales, and high density residential. Streetscape are designed to be an attractive environment for bikers, drivers, and pedestrians. It designates retail tenants and automobile dealerships along Betteravia Road and US-101 frontages.
- West Main Specific Plan (1994). This is an 88 acre area in the northwest and southwest corners of the intersection of Blosser Road and Main Street. It is focused on agricultural and related industrial uses, community commercial, and light industrial.
- Rivergate Roemer (1994). This is a 194 acre area east the of 101-Broadway intersection. It includes 605 residential units, a 29 acre retail center, an elementary school, and 50 acres of parks, trails, and open space areas. The residential, school, and park areas are built; the commercial area is vacant (at 101 intersection).
- West Stowell (1994). A 165 acre area Stowell and the railway, west of A Street. It includes agriculture and related commercial and industrial uses.

- **Other Specific Plans**

- Santa Maria Airport Business Park Specific Plan (2008). This covers the 2,600 acre airport property and includes a 740 acre business park combining light industrial, research, manufacturing, passive and active open space, and commercial land uses around an 18-hole golf course.
- Downtown (2015). It includes 50 square blocks centered at Broadway/Main and establishes land uses and building form regulations, including parking requirements, design guidelines, and architectural styles. It also establishes circulation and mobility improvements. It does not include a residential unit count. Implementation has included the Downtown Multimodal Streetscape Plan and weekly Downtown Fridays events. Downtown is a potential area of opportunity.

- **Non-residential Specific Plans on the City Fringe**

- Area 9 (2012). This covers 890 acres on the western edge of the city bounded by Betteravia Road, Black Road, Santa Maria Valley Railroad tracks, and A Street. It establishes a major employment center including industrial uses, offices, and R&D parks, as well as limited commercial and residential uses. It creates about 68 acres of roadways.

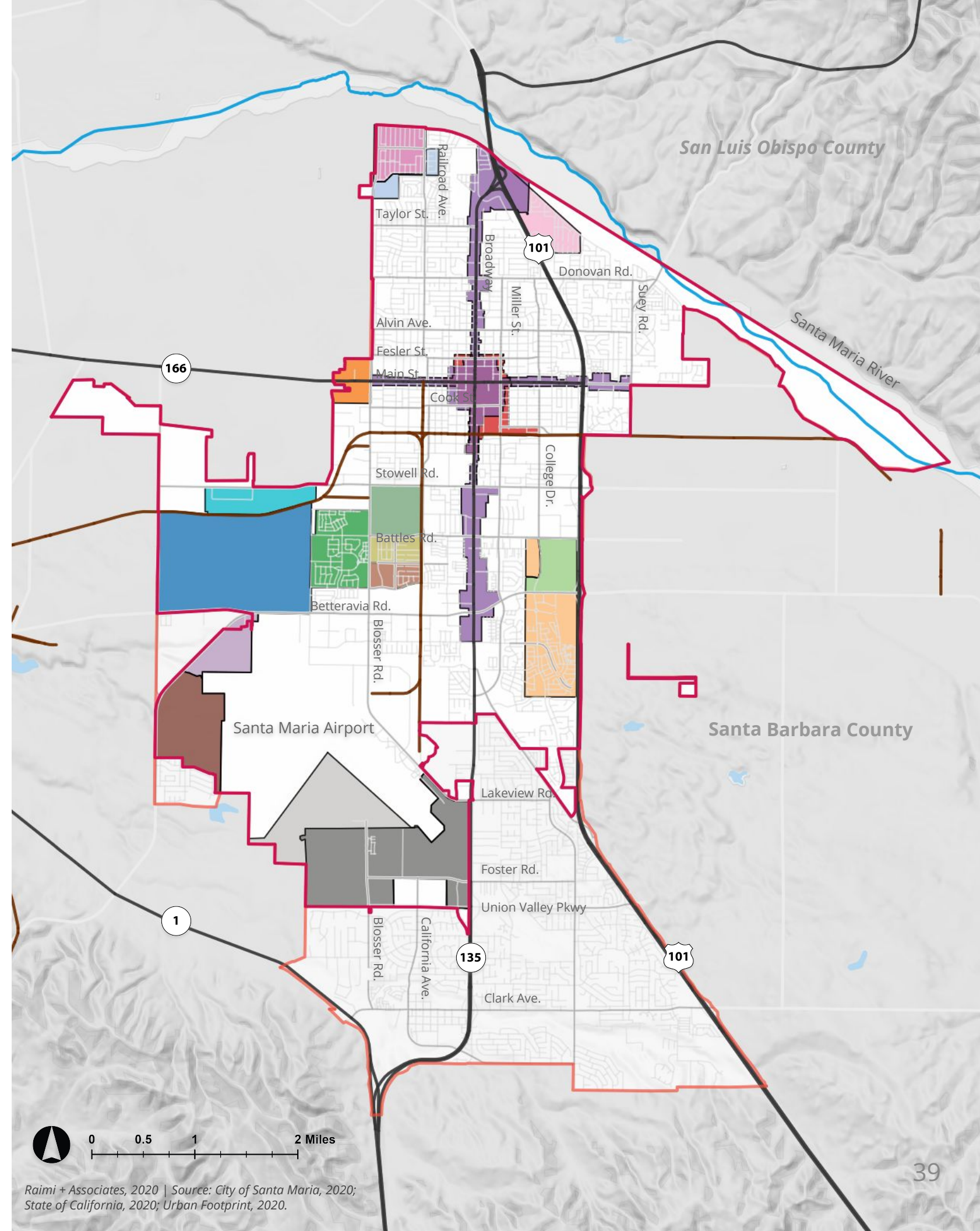
# Existing Specific Plans

## Legend

- City Limits
- Sphere of Influence
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

## Specific Plans

- |   |  |
|---|--|
| Area 9 Specific Plan                    | Mahoney Ranch North Specific Plan              |
| Blosser-Southeast Area 5A Specific Plan | Mahoney Ranch South Specific Plan              |
| Blosser-Southeast Area 5B Specific Plan | Mahoney Ranch Specific Plan                    |
| Blosser-Southeast Area 5C Specific Plan | North Preisker Ranch Specific Plan             |
| Blosser-Southwest Specific Plan         | Rivergate Roemer Specific Plan                 |
| Downtown Specific Plan                  | Santa Maria Airport Business Park Specific Pla |
| Enos Ranchos Specific Plan              | Santa Maria Research Park Specific Plan        |
| Entrada Este Specific Plan              | West Main Specific Plan                        |
| Entrada Specific Plan                   | West Stowell Specific Plan                     |
| Hidden Pines Specific Plan              |  |



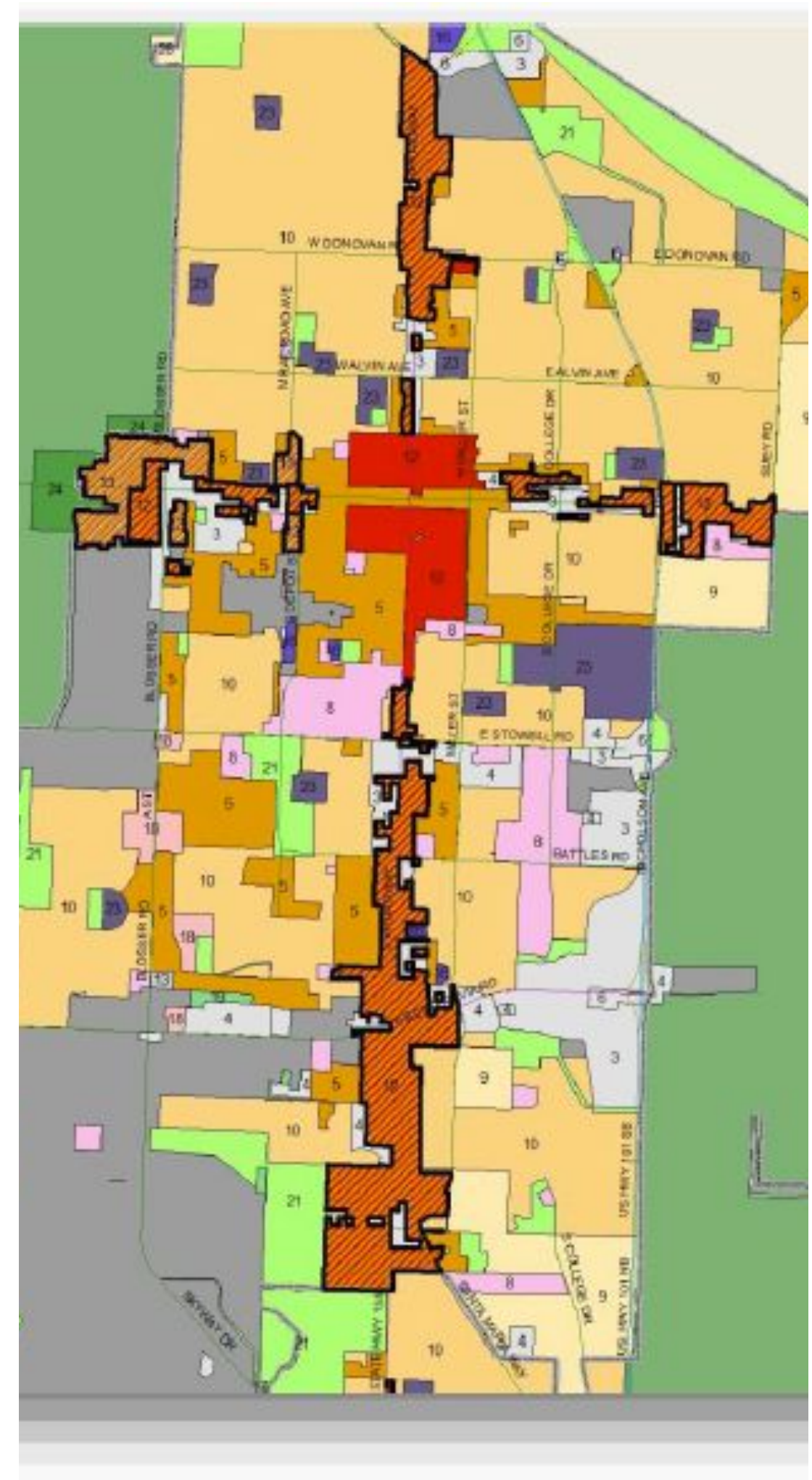
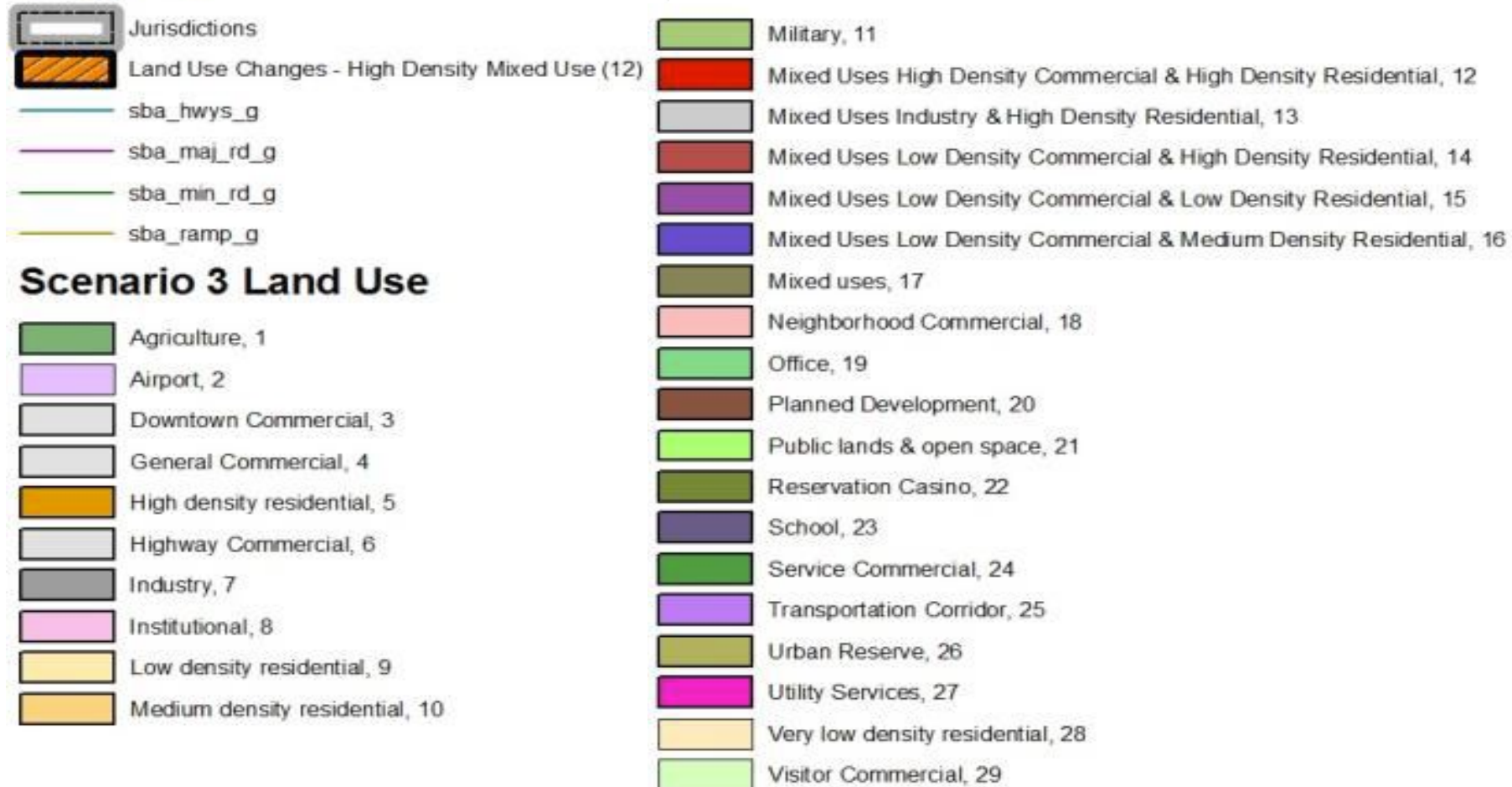


# Regional Sustainable Communities Strategies

- **Fast Forward 2040.** This Santa Barbara County Association of Governments (SBCAG) Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) was adopted in 2017. The Fast Forward 2040 Regional Transportation Plan is addressed in the *Circulation and Mobility Existing Conditions Report*, and the plan's greenhouse gas (GHG) reduction targets and strategies are addressed in the *Environmental Existing Conditions Report*.
- **Sustainable Communities Strategy.** As required by the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375), Fast Forward 2040 includes a Sustainable Communities Strategy that considers both land use and transportation together in a single, integrated planning process that accommodates regional housing needs and projected growth.
- **SCS Preferred Scenario.** Development of the Sustainable Communities Strategy involved the study of eight separate land use and transportation scenarios, each analyzing different combinations of land use and transportation variables. The preferred scenario was selected from these scenario options on the basis of scenario performance as quantified by the adopted performance measures tied to the overall Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS) goals. The preferred scenario comprises three core, interrelated components:
  - (1) a land use plan, including residential densities and building intensities sufficient to accommodate projected population, household and employment growth;
  - (2) a multi-modal transportation network to serve the region's transportation needs; and
  - (3) a "regional greenprint" cataloguing open space, habitat, farmland and other resource areas as constraints to urban development.
- **Fast Forward 2040 proposed land use change (see next slide)**
  - In the City of Santa Maria, the preferred scenario increases residential densities chiefly along Broadway and Main Street, two key arterials in the city presently served by transit.
  - Existing land uses along these two streets are changed from high density commercial to a mixed use designation that allows for either high density commercial or high density residential use (or both).
  - With this change, residential densities are able to be developed at 20 units per acre, together with high density commercial uses.
- **Non-binding.** According to Gov. Code §65080(b)(2)(K), "nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of land use authority of cities and counties within the region....Nothing in this section shall require a city's or county's land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy."

# Fast Forward 2040: Proposed Land Use Changes for Santa Maria

## Legend



## **5. Community Character and Design**



# Purpose and Overview

*This section of the Report provides an overview of historic land use trends and introduces the resulting typology of places and streets. An analysis of community character and urban form play a key role in determining the overall look and feel of the city. Understanding the existing physical character of Santa Maria will inform a discussion with residents and stakeholders about the kinds of places and streets they would like to see expanded, enhanced, and/or added to their community, which in turn will help inform potential updates to the Land Use and Circulation elements of the General Plan.*

## Historic Land Use Trends

- **Early settlers.** The first known inhabitants of the area now as Santa Maria were the Chumash Native Americans. The Spanish were the first Europeans to settle in the area to establish missions in the late 18th century. Following Mexican independence in 1821, the Mexican government began granting individual citizens land ownership. The first town, called La Graciosa, was established near the present-day site of Orcutt in 1868.
- **Gridded Downtown with a mix of land uses.** Four early settlers -- Rudolph Cook, John Thornburg, Isaac Miller, and Isaac Fesler -- settled on four quadrants of land that met at the intersection of Broadway and Main Street in the 1860s and 1870s. Officials surveyed a grid pattern emanating from Broadway and Main Street and settlers eventually incorporated as Santa Maria in 1905. Early residential and commercial growth of the city occurred in Downtown Santa Maria. Today there is still a mix of residential, civic and commercial uses in the gridded Downtown area.
- **Development of land used for ranching and agriculture.** As the City of Santa Maria grew outward, it annexed and most often developed land in surrounding areas used primarily for farming or ranching, even when there were developable or vacant areas within the City's jurisdiction.
- **Residential neighborhood development.** Creation of regional job centers in the mid-20<sup>th</sup> century, including the Vandenberg Air Force Base located 15 miles southwest of Santa Maria, played a significant role in mid-century (1950s – 1970s) residential growth of the city and future annexations. Most residential development from mid-20<sup>th</sup> century onward has been in the form of single-family residential subdivisions developed at a lower density than the Downtown area.

*Source: Santa Maria Valley Historical Society, 2020. Refer to the Environmental Background Report for more information about Santa Maria's cultural history.*

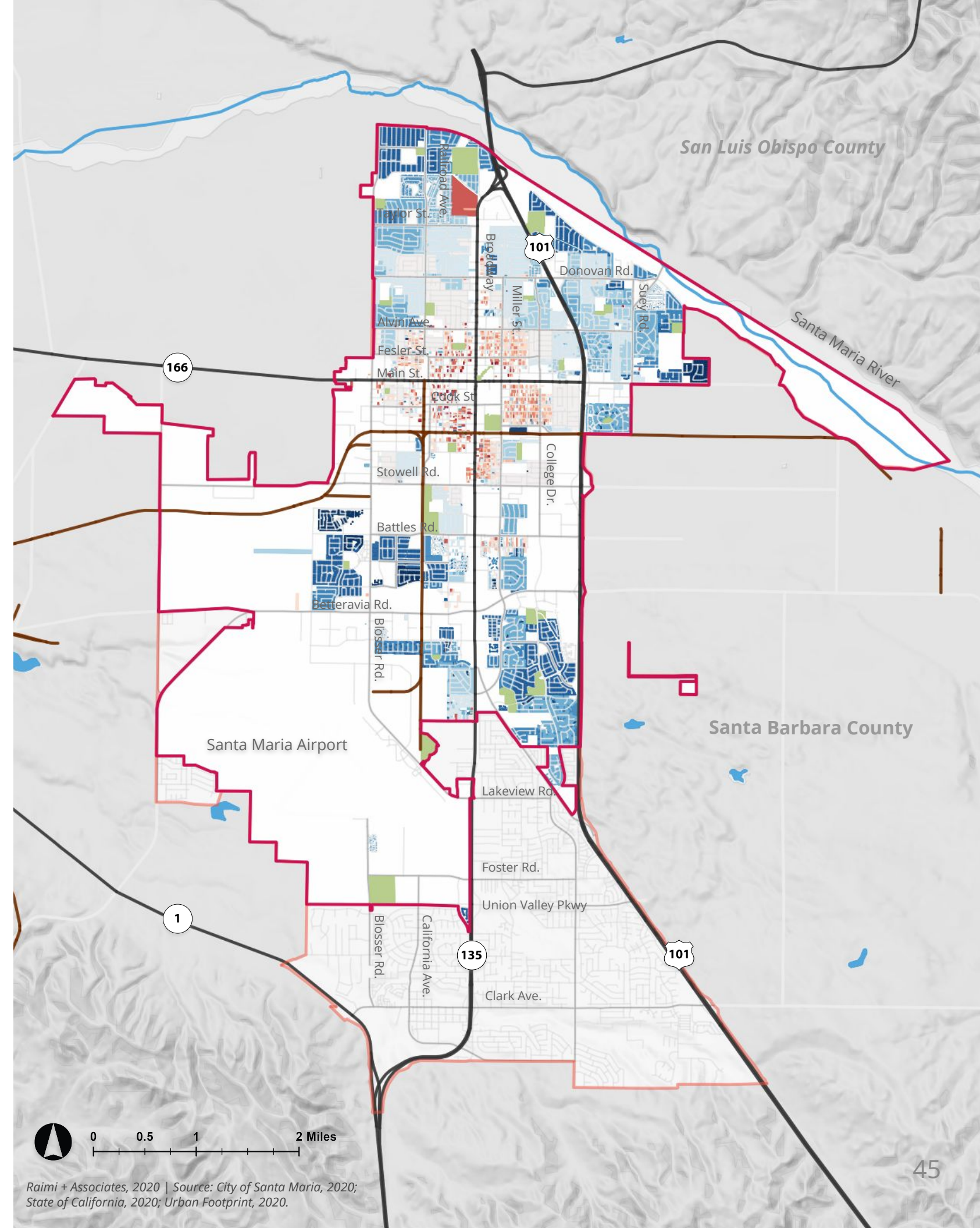
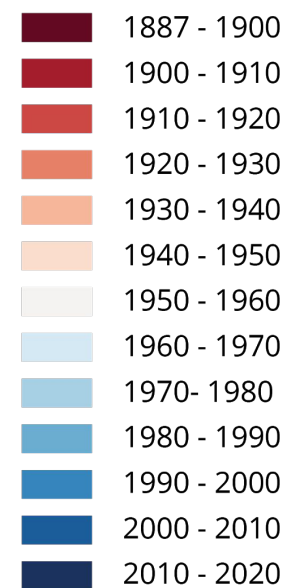
# Residential Year Built

- This Figure reflects Santa Maria's residential development history of growth generally emanating outward from the Downtown core.
- Most of the oldest development (pre-1950s) is clustered on small lots in Downtown Santa Maria. Most historic structures citywide are in or near Downtown Santa Maria, creating visual and cultural interest. About 10 percent of homes in the city were built prior to the 1950s.
- As is evident in the Chart on the next slide, there was a significant "boom" in development from the 1950s through 2009, coinciding with the city's annexation history and growth in population. About 85 percent of residences were built in this time period.
- More recent development (2000 to today) is located near the periphery of the city.

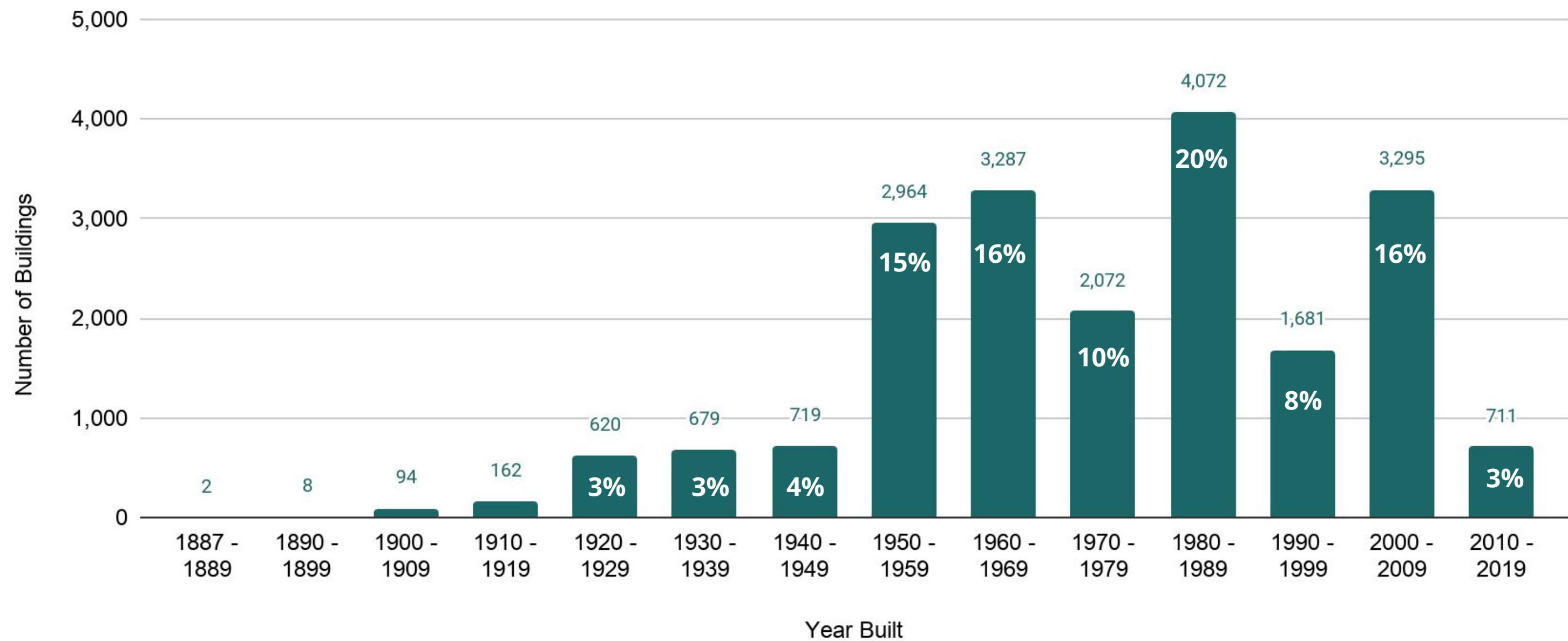
## Legend



## Year Built



# Residential Buildings and Percent of Total by Year Built



\*The percentages are relative to the total number of residential buildings built.



# Community Character and Design

- **Overview.** After introducing the character of the different major phases of city development below, the remainder of this section is focused on describing twelve distinct Place Types and six distinct Street Types found in Santa Maria.
- **Development Timeline.** Three distinct phases of development in Santa Maria generally defined the character of the city and its neighborhoods and streets:
  - Early to Mid 20th Century. Development in the early 20th century was generally small scale and pedestrian-oriented. Small block sizes, tree-lined sidewalks, and slow, narrow streets characterize residential areas developed in this period. Commercial development was oriented towards the street and walkable.
  - Mid/Late 20th Century to Early 2000s. With the rise of the automobile in the mid 20th century, development patterns became more sprawling and auto-oriented. Many of the residential neighborhoods in the northern areas of the city as well as large lot strip, corridor, and big box commercial development occurred during this period. Residential development is characterized by winding streets, frequent culs-de-sac, and limited pedestrian connections. Commercial development is characterized by large surface parking lots with buildings set far back from the street edge. Public realm amenities are limited and streets are wide, with multiple lanes of traffic and limited pedestrian infrastructure.
  - Early 2000s to Present. More recent development is less auto-oriented and makes more of an effort to provide a safe pedestrian realm. Residential development is characterized by many small lots and winding streets with limited through connections. Commercial development is primarily a continuation of early 2000s development patterns with large surface parking lots and limited pedestrian connections.

# Place Types

- **Purpose.** Place Types were identified and analyzed to provide a high-level overview of the urban design character currently found throughout the city and to summarize opportunities for improvement. They are not meant as an analysis of every neighborhood or zone within the city.
- **Methodology.** The Place Types below were identified based on the predominant land use and the general character of development of an area. Each is profiled based on the following distinguishing characteristics: land use mix and predominant building type, development period, existing zoning, public realm amenities, and opportunities for change.

## Commercial

- Downtown
- Small Lot
- Large Lot Strip / Shopping Center
- Mall / Big Box

## Industrial/Agriculture

- Office / Industrial Park
- Industrial / Distribution Center
- Agriculture

## Civic

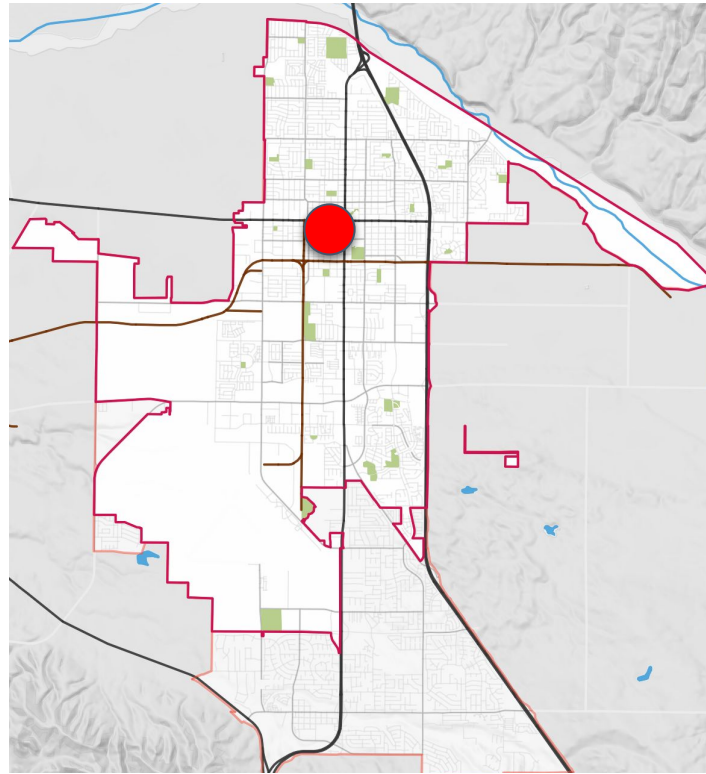
- Community Center

## Residential

- Downtown Traditional
- Small Block Sprawl
- Walk-Up / Garden Apartments
- Manufactured Home Parks

# Place Type: Commercial - Downtown

Example: West Main Street

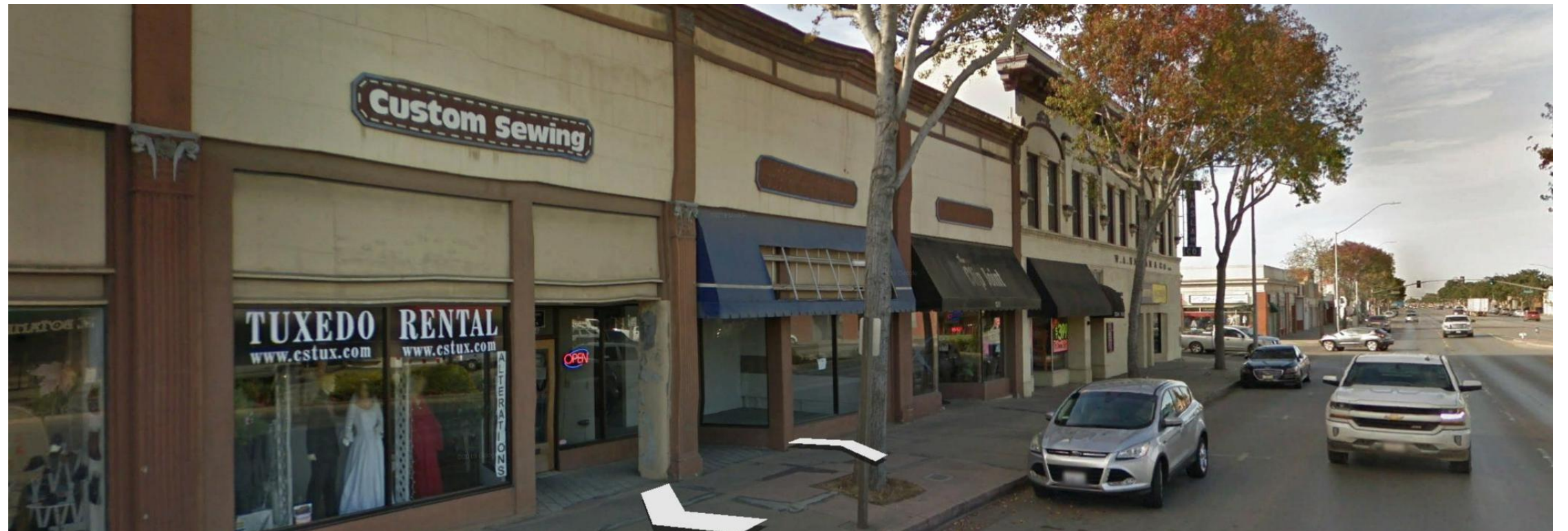


## Description:

- Land Use Mix / Predominant Building Type: *One and two-story buildings with street-facing storefronts*
- Development Period: *Early 1900s*
- Existing Zoning: *Downtown Specific Plan - Gateway (SP-Gateway)*
- Parks / OS: *Several small parks and plazas within ¼ mile*
- Public Realm Amenities: *Limited streetscape improvements*

## Opportunities for Change: Medium

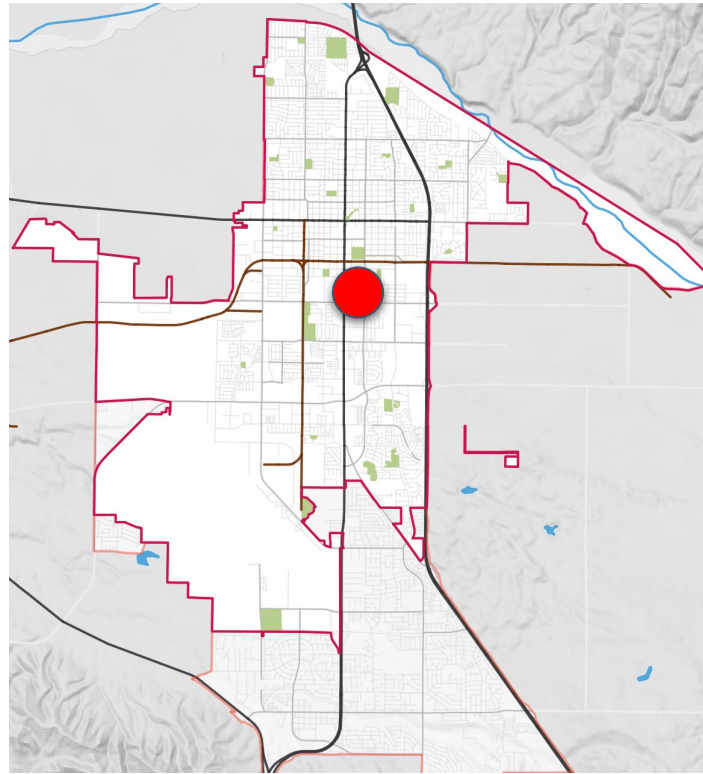
- *Streetscape improvements; near-term tactical placemaking improvements*
- *Storefront/facade improvements; fill commercial vacancies*





# Place Type: Commercial - Small Lot

Example: S Broadway

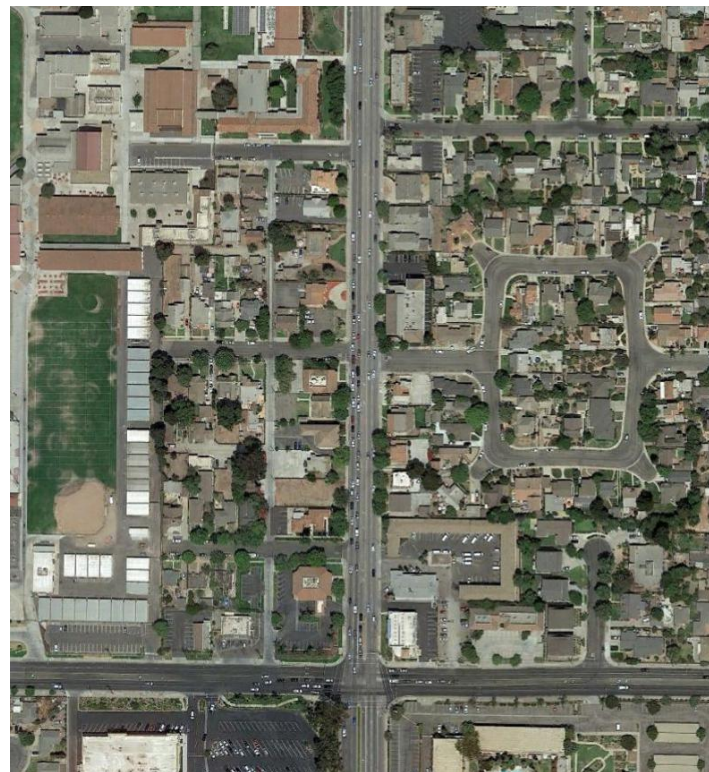


## Description:

- Land Use Mix / Predominant Building Type: *One and two-story buildings setback from lot line; parking in rear or on street*
- Development Period: *Mix of Early and Mid-20th Century*
- Existing Zoning: *Downtown Specific Plan - Gateway (SP-Gateway)*
- Public Realm Amenities: *No public open spaces within development; within ¼ mile of Simas Park and Buena Vista Park; most instances along Broadway are within ½ mile of a park*

## Opportunities for Change: Medium

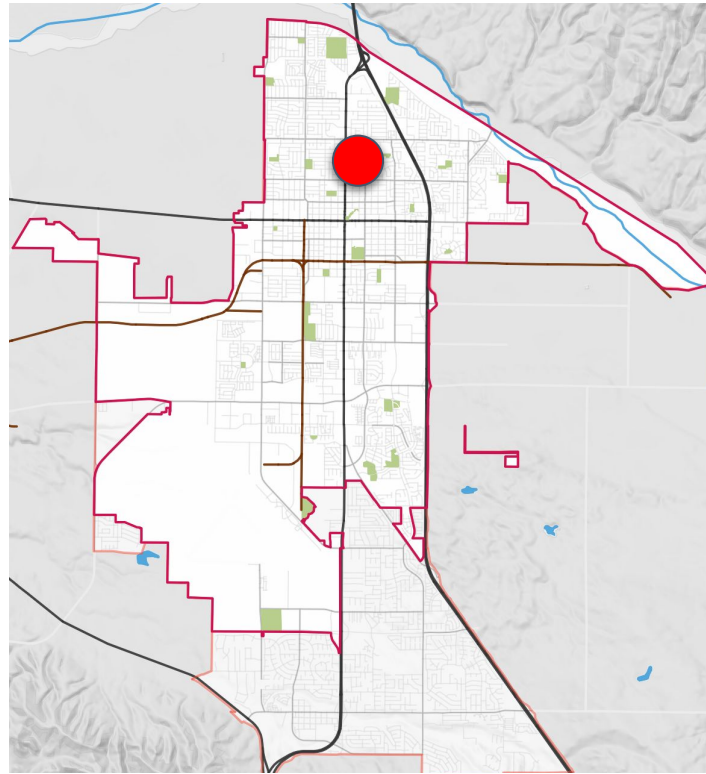
- *Some potential for infill and/or (re)development while retaining and/or enhancing historic buildings within the Historic Overlay District*
- *Streetscape and public realm improvement opportunities*





# Place Type: Commercial - Large Lot Strip

Example: S Broadway south of Stowell

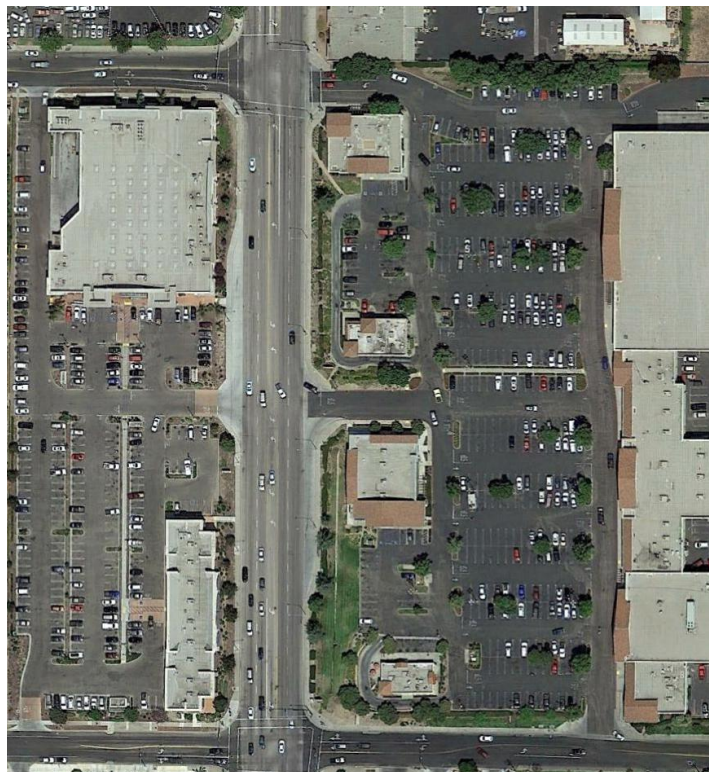


## Description:

- Land Use Mix / Predominant Building Type: *Strip commercial with large surface parking lots and pad site development fronting the street*
- Development Period: *Early 2000s*
- Existing Zoning: *Planned Development / Central Business District (PD / C-1)*
- Public Realm Amenities: *No public space included in development*

## Opportunities for Change: High

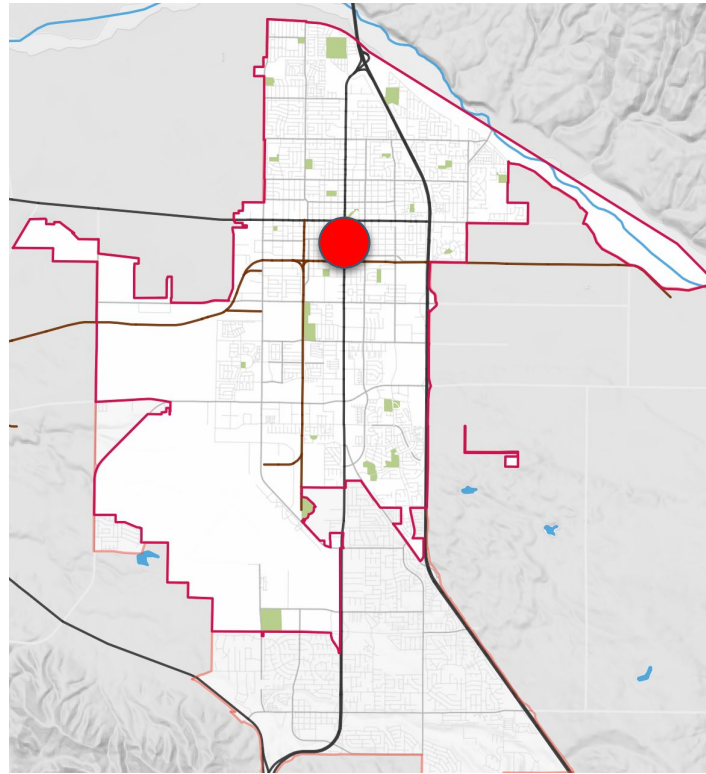
- *Some infill development opportunities (large land area banked in surface parking)*
- *Streetscape and public realm improvement opportunities*





# Place Type: Commercial - Shopping Center

## Example: Town Center West

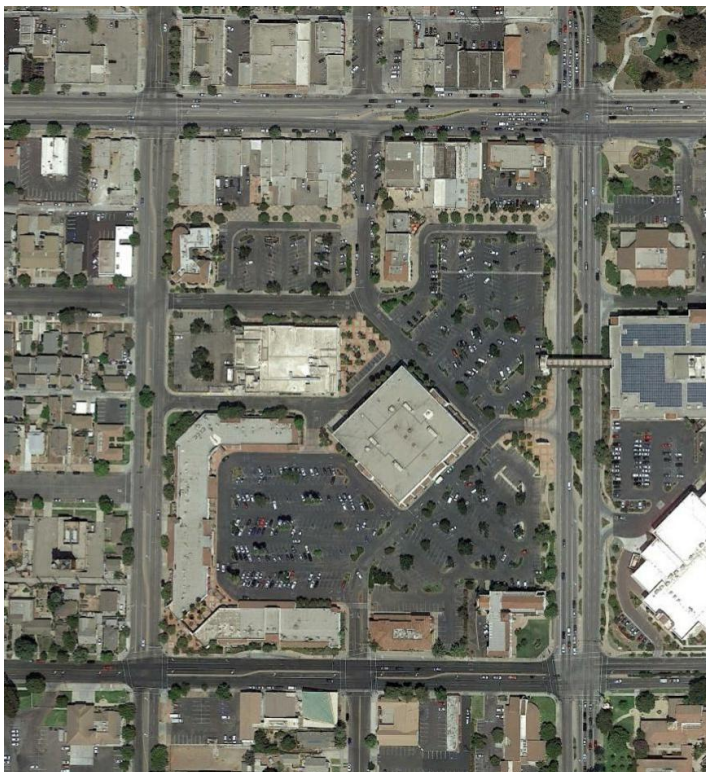


### Description:

- Land Use Mix / Predominant Building Type: *Mix of Strip Mall and large format retailers mall and surface parking*
- Development Period: 1970s
- Existing Zoning: *Downtown Specific Plan - Town Center (SP-Town Center)*
- Public Realm Amenities: *Multiple plazas; plantings and furnishings*
- Parks / OS: *Some open plaza/hardscaped space; within ¼ mile of Simas Park and Veteran's Memorial Park*

### Opportunities for Change: High

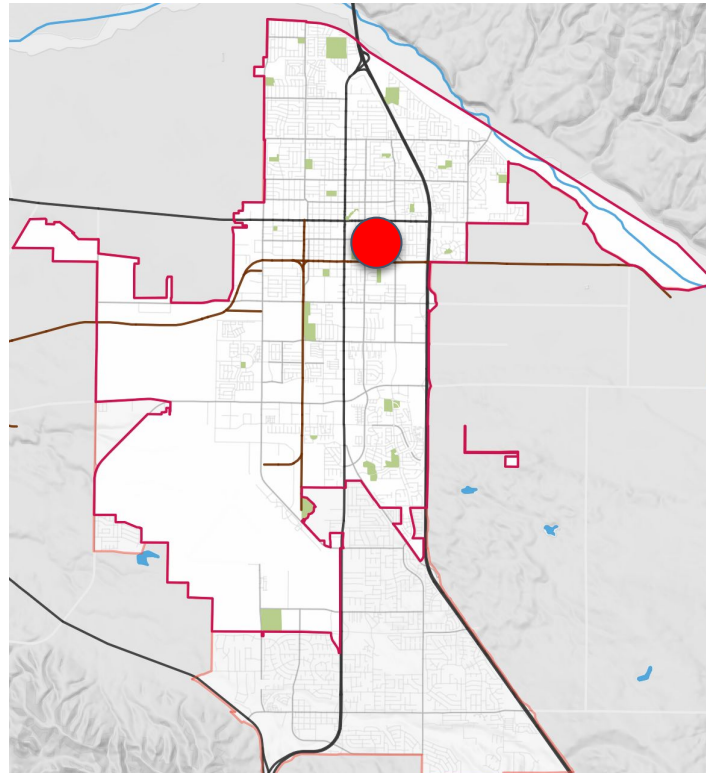
- *With shopping center intact, some potential for infill development on large surface lots and pedestrian connectivity improvements*
- *With partial or full redevelopment of the shopping center, significant potential for greater intensity land uses and for restoring the historic street grid*





# Place Type: Commercial - Mall

Example: Santa Maria Town Center

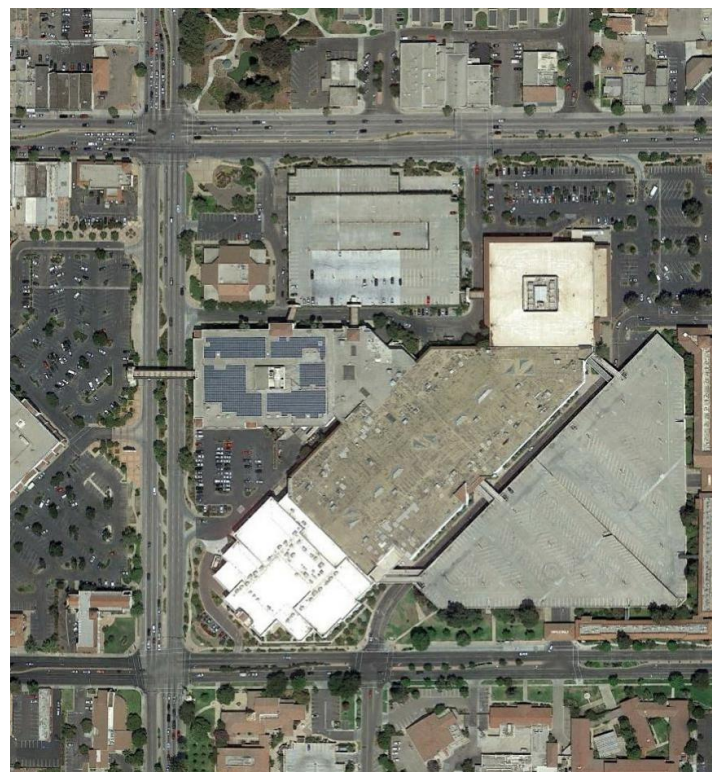


## Description:

- Land Use Mix / Predominant Building Type: *Large mall and structured / surface parking*
- Development Period: *1970s / 80s*
- Existing Zoning: *Downtown Specific Plan - Town Center (SP-Town Center)*
- Public Realm Amenities: *Small plaza at SE corner of Broadway & Main; minimal furnishings*
- Parks / OS: *Within ¼ mile of Simas Park and Veteran's Memorial Park*

## Opportunities for Change: Medium

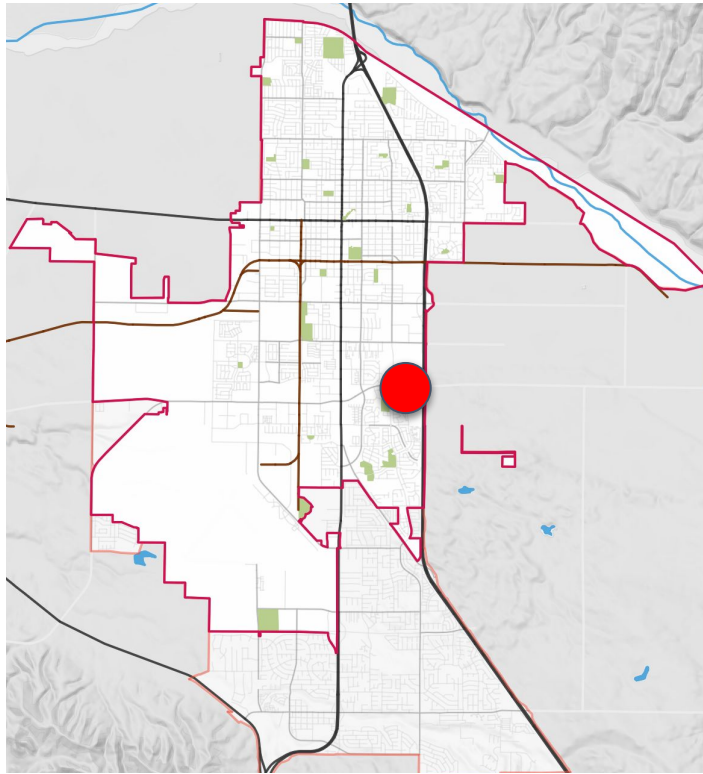
- *With mall in place, improve pedestrian connectivity improvements and enhance streetscape*
- *Greater opportunities for change if mall redevelops, including for higher intensity land uses and re-instituting historic street grid*





# Place Type: Commercial - Big Box

Example: 101/Betteravia Interchange

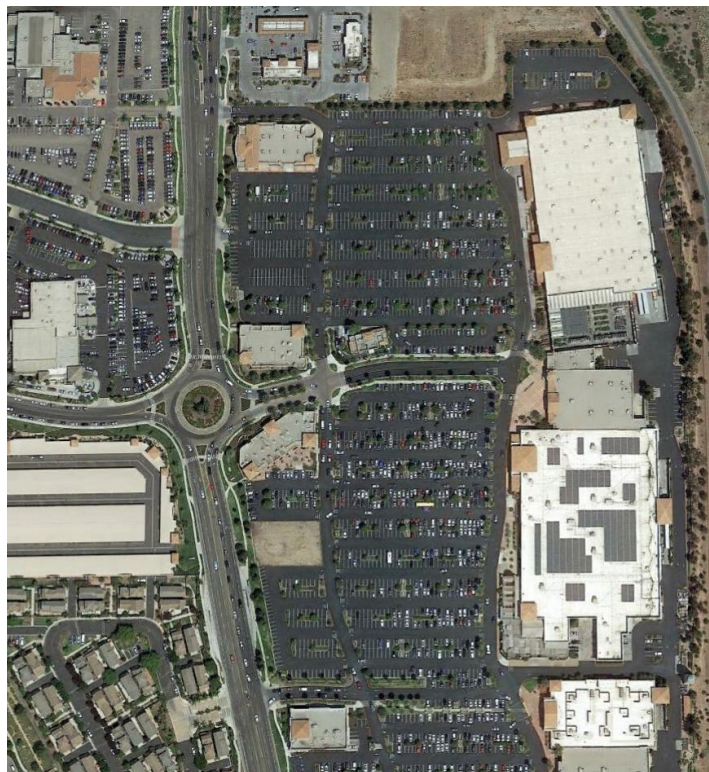


## Description:

- Land Use Mix / Predominant Building Type: *Clustered, highway-oriented big box retail stores with development set back behind large surface parking lots*
- Development Period: *Early 2000s*
- Existing Zoning: *Planned Development / General Commercial (PD / C-2)*
- Public Realm Amenities: *No public open space included in development*

## Opportunities for Change: High

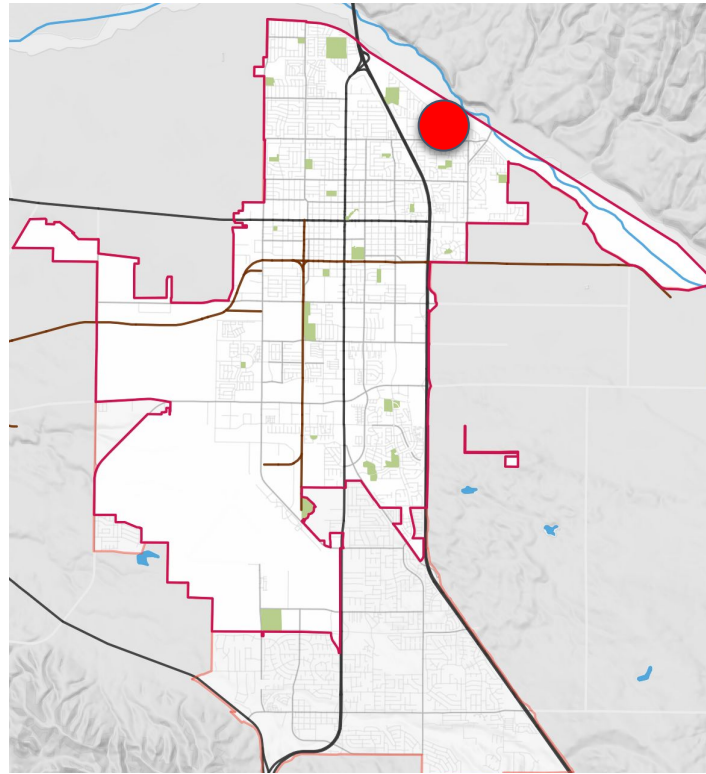
- *Large amounts of developable land banked in surface parking lots*
- *Public realm improvement opportunities*





# Place Type: Office/Industrial Park

## Example: Gateway Business Center



### Description:

- Land Use Mix / Predominant Building Type: *Clusters of single-story, strip development of industrial/commercial office and service buildings with surface parking in front and throughout*
- Development Period: *Early 2000s*
- Existing Zoning: *Planned Development - Freeway Tower / Commercial Manufacturing, Freeway Service (PDf/CM, PD-f/FS)*
- Public Realm Amenities: *Limited public open space; unbuffered sidewalks*

### Opportunities for Change: Low

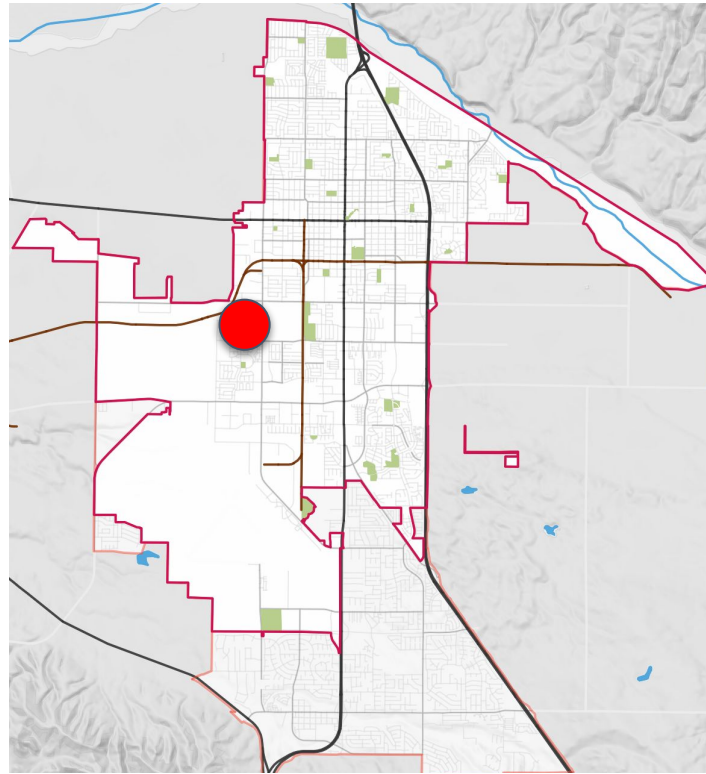
- *Significant area land banked in surface parking, but existing building configuration prevents infill development*
- *Opportunity to improve streetscape and multimodal connectivity*





# Place Type: Industrial / Distribution Center

Example: W Stowell Road

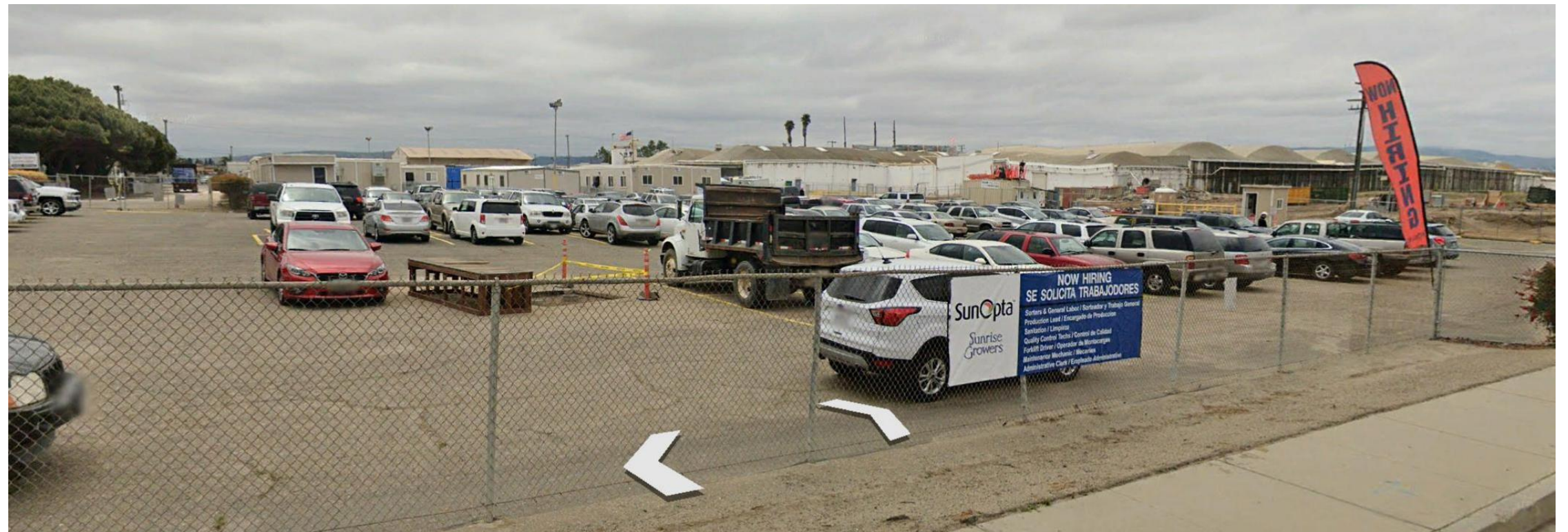
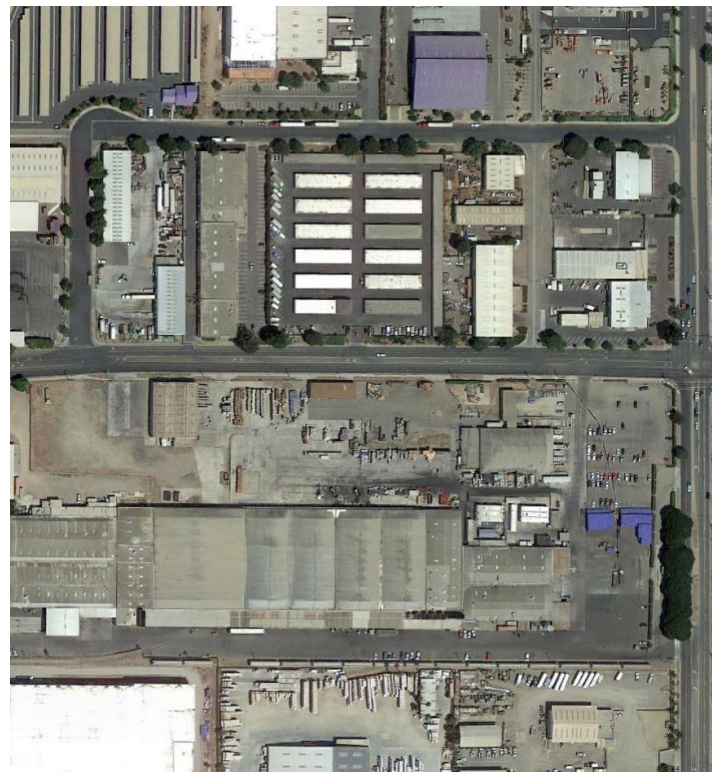


## Description:

- Land Use Mix / Predominant Building Type: *large lots developed with a variety of large buildings; areas without structures are primarily paved*
- Development Period: *Unknown*
- Existing Zoning: *Heavy Manufacturing (M-2)*
- Public Realm Amenities: *Limited pedestrian connections or landscaped open space*

## Opportunities for Change: Medium

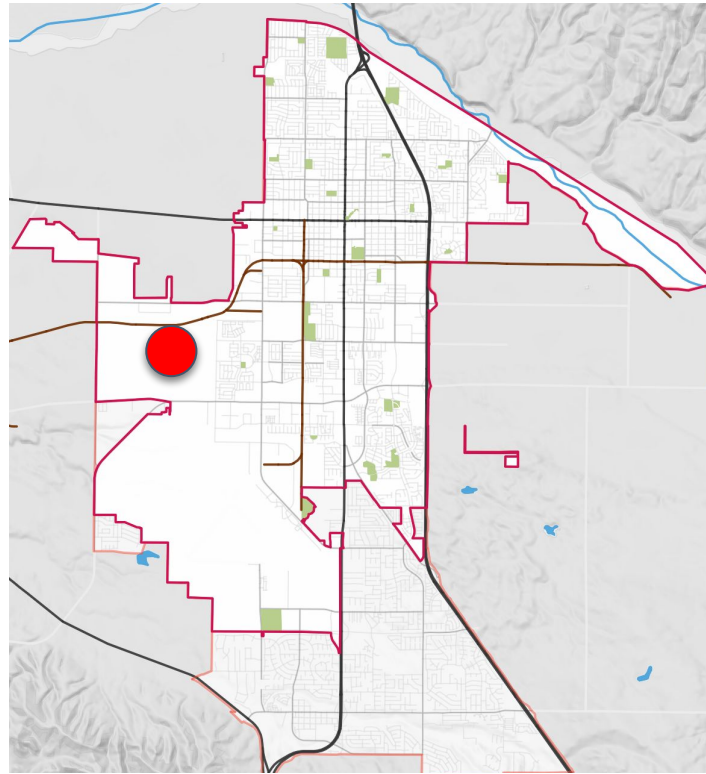
- *Large surface lots with smaller buildings; potential for more intensive manufacturing under current zoning*
- *Opportunities to improve pedestrian and transit connections to employment centers*





# Place Type: Agriculture

Example: West Santa Maria

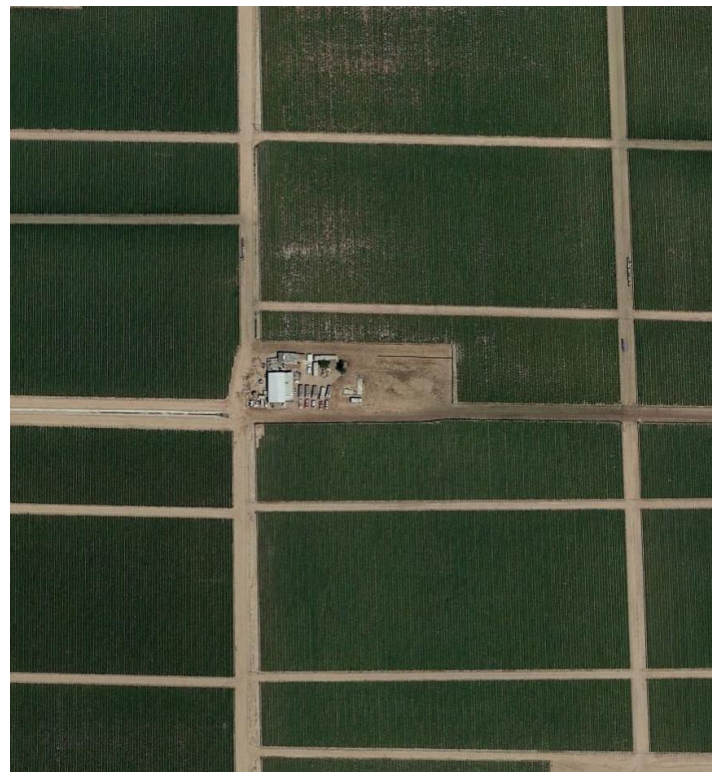


## Description:

- Land Use Mix / Predominant Building Type: *Undeveloped agricultural production land*
- Development Period: *N/A*
- Existing Zoning: *Planned Development / Light Manufacturing (PD / M-1)*
- Public Realm Amenities: *None*

## Opportunities for Change: High

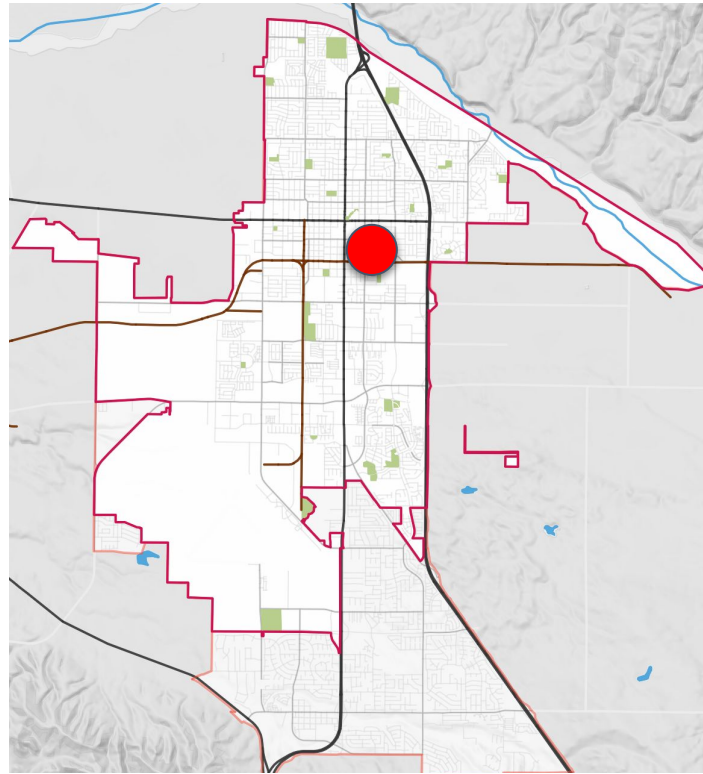
- *Potential opportunity for light industrial development under current zoning*





# Place Type: Civic - Community Center

Example: Paul Nelson Aquatic Center

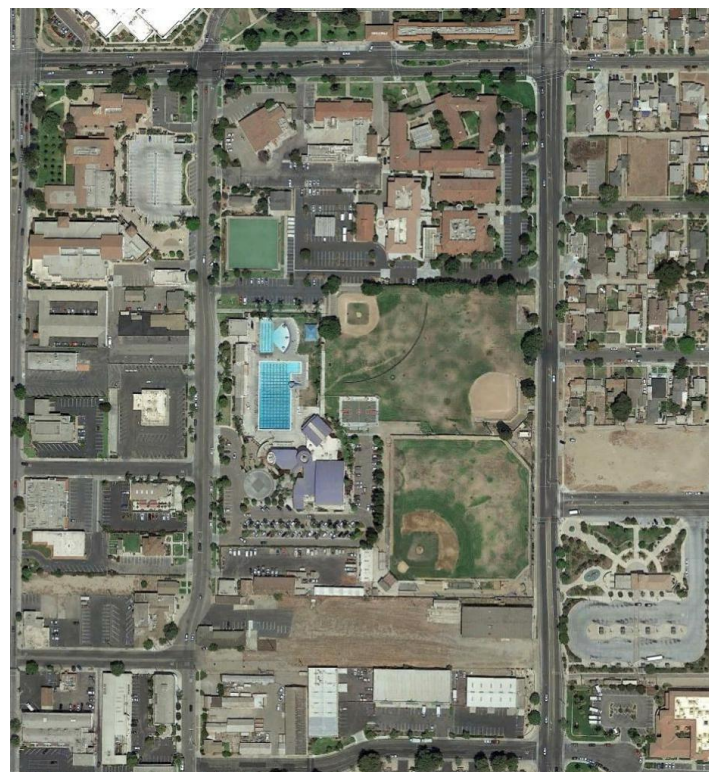


## Description:

- Land Use Mix / Predominant Building Type: *Community center buildings; outdoor ball fields and pool; surface parking lots*
- Development Period: *1980s*
- Existing Zoning / General Plan Designation: *Downtown Specific Plan - Civic (SP-Civic)*
- Public Realm Amenities: *On-campus athletic facilities, adjacent to park*

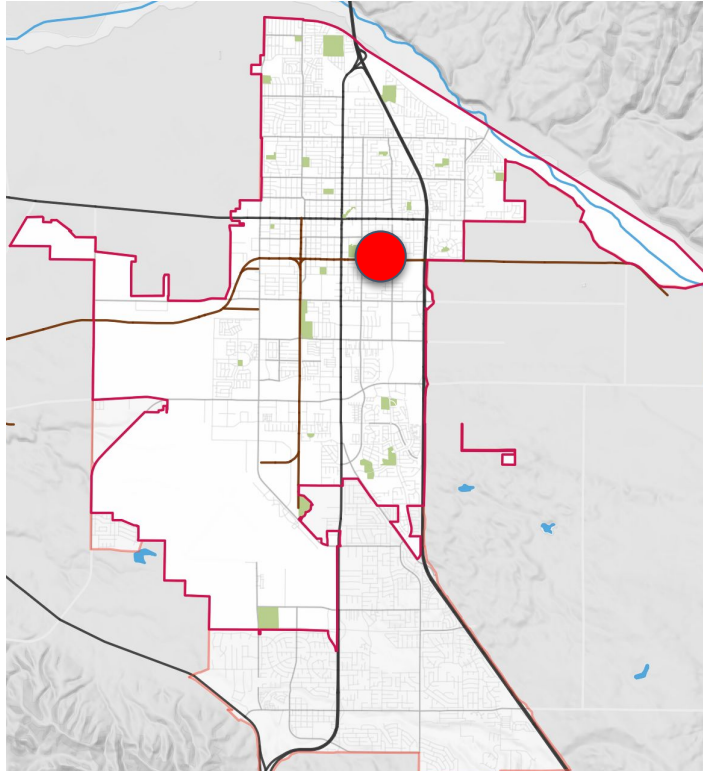
## Opportunities for Change: Medium

- *Future surface parking lot infill*
- *Additional connections to surrounding neighborhood*





# Place Type: Residential - Downtown Traditional

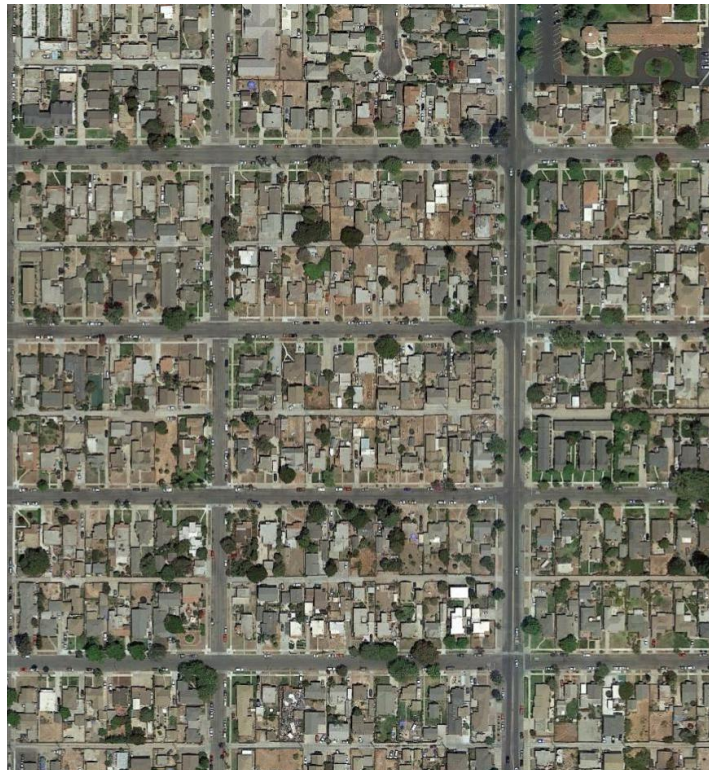


## Description:

- Land Use Mix / Predominant Building Type: *Single family, detached residential*
- Development Period: *Early 20th Century*
- Density: *8-12 DUs/Acre*
- Existing Zoning: *Medium Density Residential (R-2)*
- Public Realm Amenities: *Most residential areas within ¼ mile of neighborhood-scale or large park*

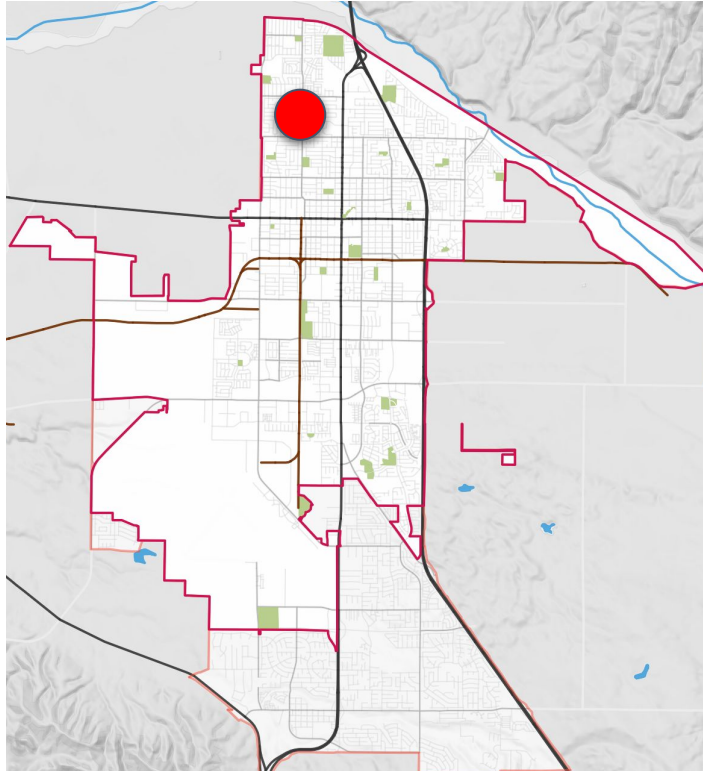
## Opportunities for Change: Low

- *Sporadic opportunities for infill development*





# Place Type: Residential - 70s/80s/90s Small Block Sprawl

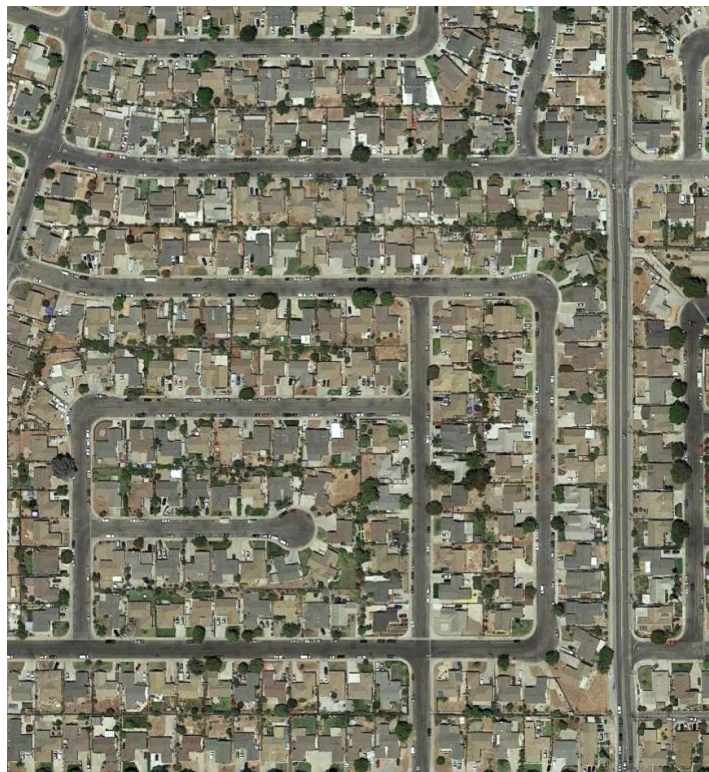


## Description:

- Land Use Mix / Predominant Building Type: *Single family, detached residential*
- Development Period: *1970s-1990s*
- Density: *4-8 DUs/Acre*
- Existing Zoning: *Single Family Residential (R-1)*
- Public Realm Amenities: *Most within ¼ mile of a school that features open space*

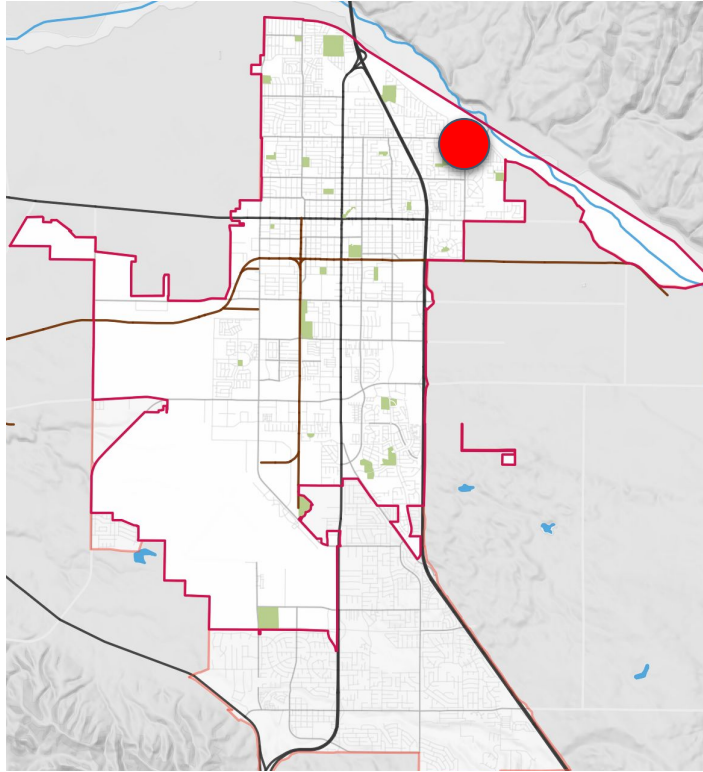
## Opportunities for Change: Low

- *Limited potential for small lot infill development*
- *Potential for streetscape and/or traffic calming improvements*





# Place Type: Residential - 2000s/2010s Small-Block Sprawl

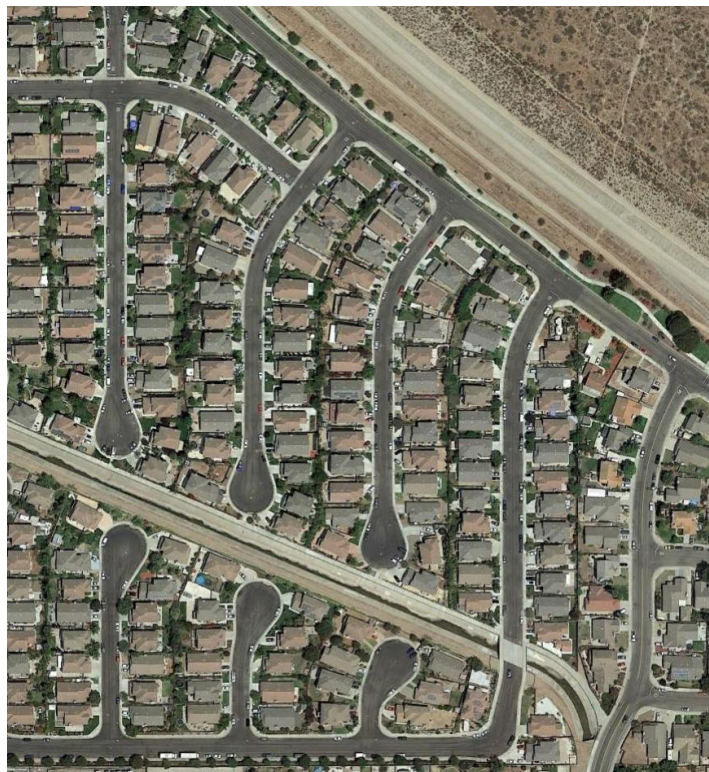


## Description:

- Land Use Mix / Predominant Building Type: *Single family, detached residential*
- Development Period: *Early 2000s, 2010s*
- Density: *4-8 DUs/Acre*
- Existing Zoning: *Specific Plan / Single Family Residential (SP / R-1)*
- Public Realm Amenities: *Most within ¼ mile of a school that features open space*

## Opportunities for Change: Low

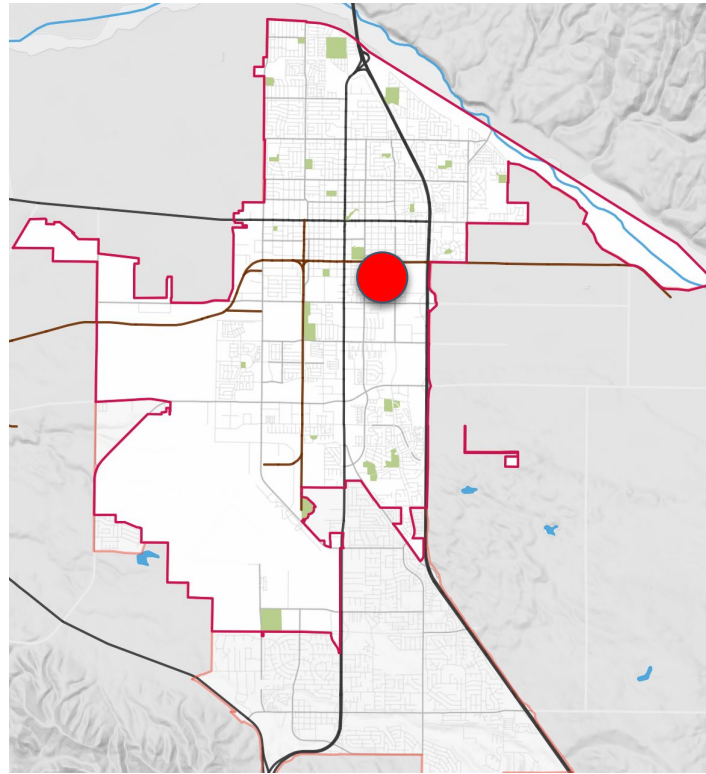
- *Few opportunities for new development*
- *Potential for pedestrian connectivity and streetscape improvements*





# Place Type: Residential - Walk-Up & Garden Apartments

Example: Arbor Ridge

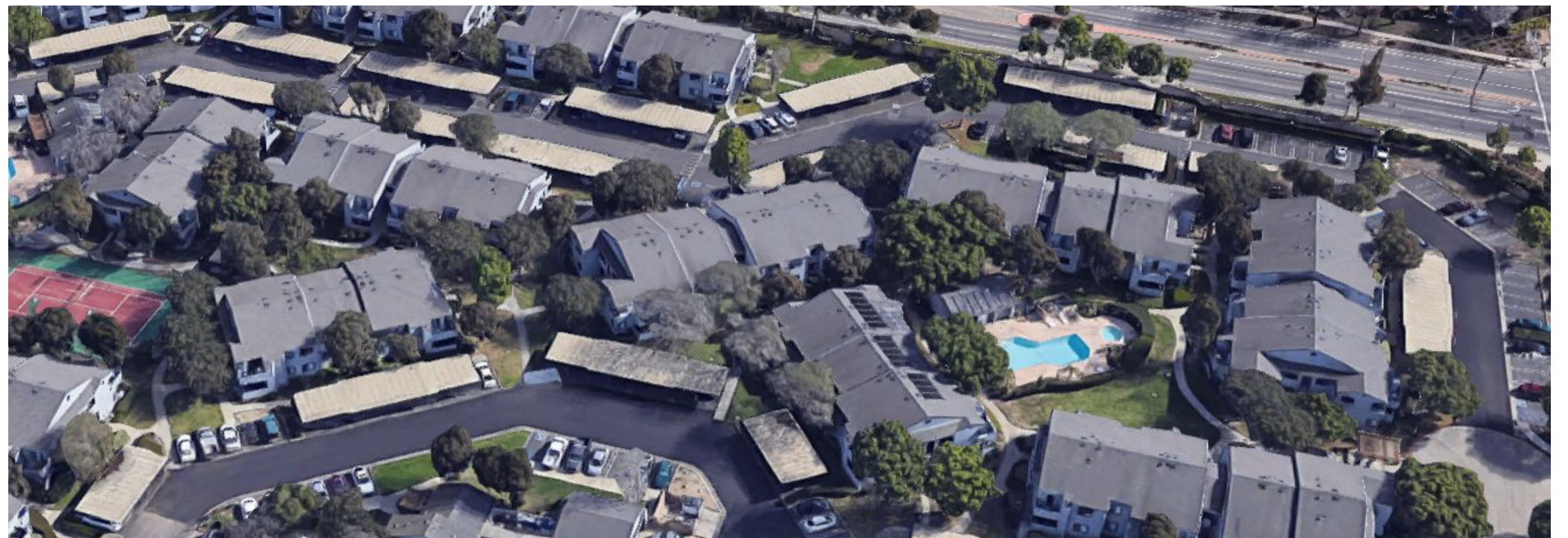
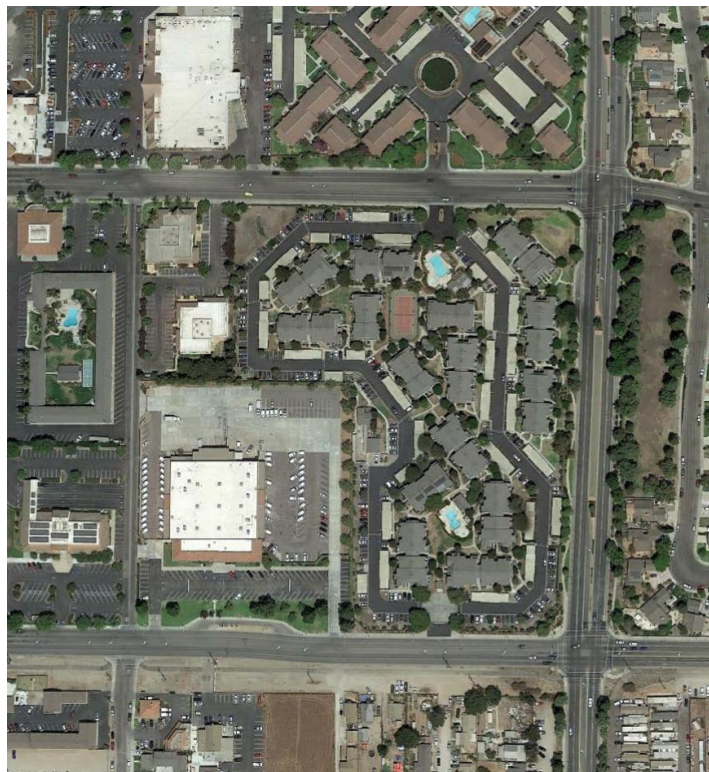


## Description:

- Land Use Mix / Predominant Building Type: *Walk-up apartments*
- Development Period: *1980s/90s*
- Density: *22 DUs/Acre*
- Existing Zoning: *Planned Development / High Density Residential (PD / R-3)*
- Public Realm Amenities: *Most within ¼ or ½ mile of public parks and open space; some private open space included in development*

## Opportunities for Change: Low

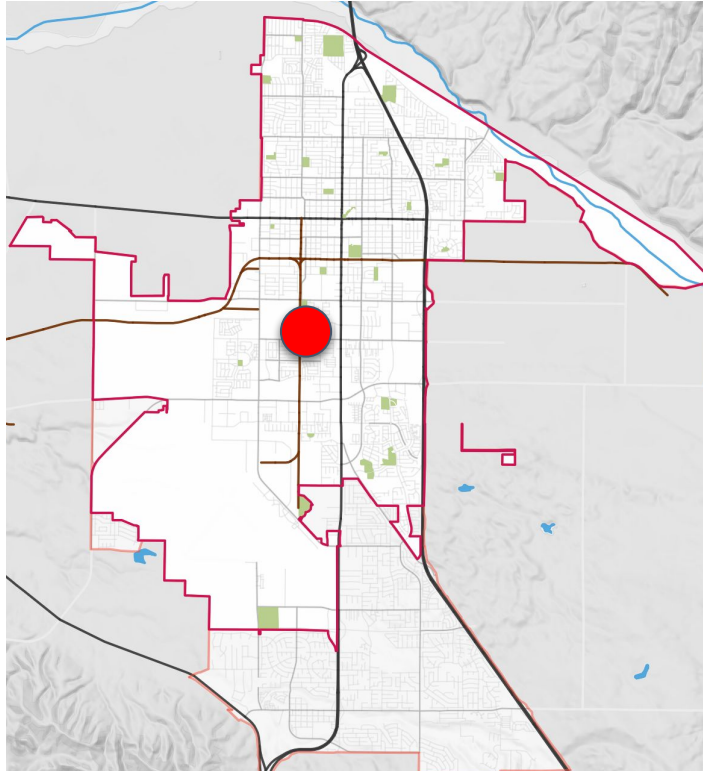
- *Improvements to public realm connections, pedestrian amenities*





# Place Type: Residential - Mobile/Manufactured Home Park

Example: La Maria Senior Mobile Home Park

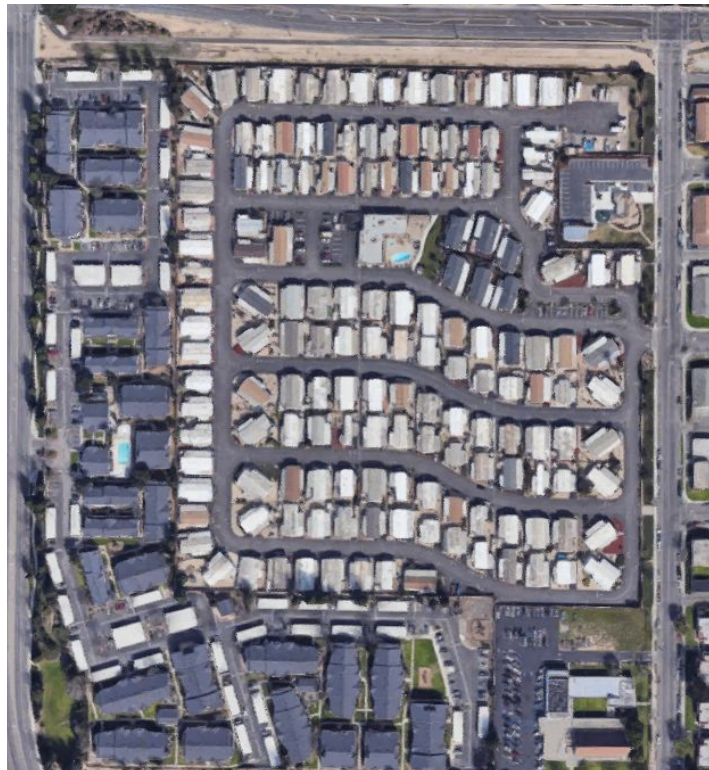


## Description:

- Land Use Mix / Predominant Building Type: *Manufactured homes*
- Development period: *Late 20th / Early 21st Century*
- Density: *5-8 DUs/Acre*
- Existing Zoning: *Residential Mobile Home Park (RMH)*
- Public Realm Amenities: *Most within ½ mile of public parks*

## Opportunities for Change: Low

- *Opportunities for public realm, open space, and connectivity improvements*





# Street Types

- **Purpose.** Street Types were identified and analyzed to provide a high-level overview of the public realm character currently found throughout the city and to summarize opportunities for improvement. They are not meant as a comprehensive inventory of all street types found throughout the community.
- **Methodology.** The Street Types below were identified based on the character of development in the area. Each is profiled based on the following distinguishing characteristics: location, size, proximity to Place Types, pedestrian and bicycle conditions, level of streetscape improvement, and opportunities for change.

- Civic Center
- Downtown Commercial
- Commercial Corridor

- Traditional Residential
- Suburban Residential
- Residential Transition



# Street Type: Civic Center

Example: South McClelland Street / Community Center



## Existing Conditions

- Relatively low posted speed limit (25 mph)
- 46' curb-to-curb with two travel lanes and on-street parking
- No designated bicycle facilities
- Sidewalks buffered with planting strip and street trees in some areas

## Opportunities

- Enhance pedestrian crossings
- Provide safe bicycle facilities
- Provide traffic calming features
- Create a "Community Center Character Area" with additional streetscape elements
- Provide pedestrian-scaled street lighting in proximity to civic uses



# Street Type: Downtown Commercial

Example: West Main Street



## Existing Conditions

- Major Arterial / State Highway with posted speed limit of 35mph
- Wide sidewalks and good existing pedestrian infrastructure
- Wide travel lanes and long crossing distances (94' curb-to-curb)
- No designated bicycle facilities
- Mature trees in varying condition
- Generally continuous street frontage with active uses; some vacancies and surface parking areas

## Opportunities

- Reduce lane widths to provide safe bike facilities
- Enhance plantings along sidewalks and median
- Enhance intersections and crossings with curb extensions and streetscape amenities
- Provide pedestrian-scaled street lighting and additional streetscape amenities (benches, water fountains, public art, signature paving)



# Street Type: Commercial Corridor

Example: South Broadway (Town Center)



## Existing Conditions

- Auto-centric street design with high travel speeds
- 96' curb to curb width with six travel lanes and additional turn lanes at intersections
- No designated bicycle facilities
- Planted center median
- Wide sidewalks - some curb-tight, some with planting strips and street trees

## Opportunities

- Reduce lane widths to provide bike facilities, on-street parking, and safe transit stops
- Enhance intersections and pedestrian crossings to improve pedestrian safety
- Reconfigure driveways to enhance bike and pedestrian safety
- Provide additional pedestrian-scaled street lighting and additional streetscape amenities (benches, water fountains, public art, signature paving)



# Street Type: Commercial Corridor

Example: South Broadway



## Existing Conditions

- Auto-centric street design with high travel speeds
- 64' curb to curb width with four travel lanes, continuous center turn lane, and long crossing distances for pedestrians
- Curb-tight sidewalks and no designated bicycle facilities
- Moderate building setbacks with limited surface parking lots

## Opportunities

- Provide safe bicycle infrastructure
- Enhance pedestrian safety and connectivity
- Enhance plantings and build upon existing historic character
- Provide pedestrian-scaled street lighting and additional streetscape amenities (benches, water fountains, public art, signature paving)
- Consider continuation of planted median at strategic locations



# Street Type: Commercial Corridor

Example: North Broadway



## Existing Conditions

- Auto-centric street design with high travel speeds
- 76' curb to curb width with four travel lanes, continuous center turn lane, and long pedestrian crossing distances
- Modest, curb-tight sidewalks with landscaping at back of sidewalks
- No designated bicycle facilities
- Bus shelters with bus pullouts

## Opportunities

- Provide safe pedestrian crossings
- Provide safe bicycle facilities
- Enhance transit connections
- Enhance active street frontage development
- Provide pedestrian-scaled street lighting and additional streetscape amenities (benches, water fountains, public art, signature paving)



# Street Type: Traditional Residential

Example: West Fesler Street



## Existing Conditions

- 67' curb-to-curb distance with four travel lanes, on-street parking, and long crossing distances
- Sidewalks buffered by planting strips / street trees in some areas
- No designated bicycle facilities
- Houses set back from lot line with modest front yards
- Front doors and garages facing street

## Opportunities

- Re-examine need for four travel lanes; consider traffic calming measures depending on speed and vehicular volume
- Improve crossings and overall pedestrian safety - potentially with curb extensions at intersections
- Provide safe bicycle facilities



# Street Type: Subdivision Residential

Example: North Palisade Drive



## Existing Conditions

- 36' curb-to-curb width with on street parking on both sides of street
- Narrow, curb-tight sidewalks
- No designated bicycle facilities (assumed shared street)
- Mature trees on adjacent private property

## Opportunities

- Enhance pedestrian safety at crossings
- Provide safe bicycle facilities
- Consider traffic calming measures depending on traffic volume, speed, and bike/ped activity



# Street Type: Multi-Family/Single Family Residential Interface

Example: East Boone Street



## Existing Conditions

- 60' curb-to-curb width with four travel lanes, long crossing distances, and on-street parking on both sides
- Curb-tight sidewalks with some landscaping on adjacent private property
- No designated bicycle facilities
- Residential development generally proximate to street, with modest front yards and/or landscaping

## Opportunities

- Enhance pedestrian safety and crossings - potentially with curb extensions at intersections
- Provide safe bicycle facilities
- Provide traffic calming features
- Consider full street rebuild, reducing to three lanes with potential median in places and planting strips along sidewalks
- Provide pedestrian-scaled street lighting - particularly adjacent to multi-family development



## **6. Built Form Analysis**

# Purpose and Overview

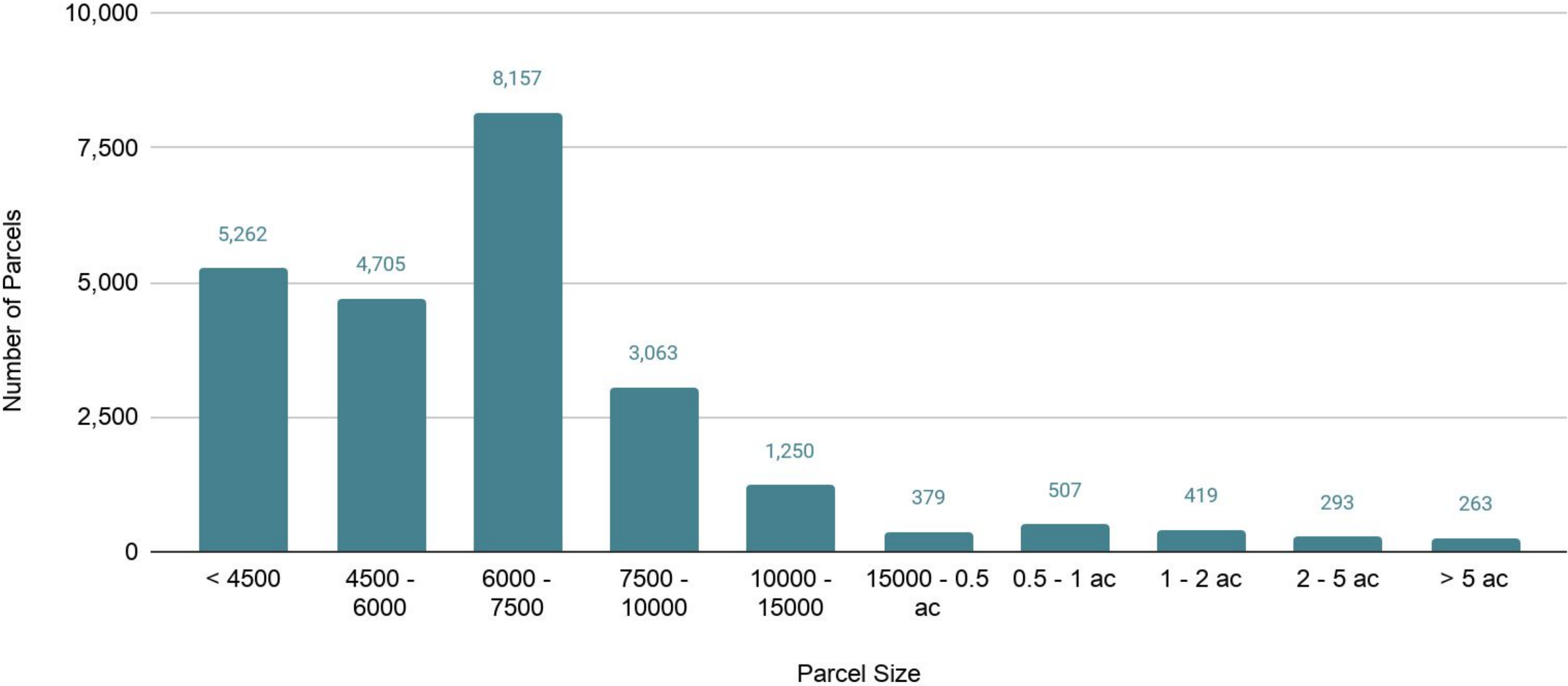
*This section of the Report provides an analysis of the built form, including parcel size, residential density, non-residential intensity, and walkability. The built form is a product of land use policy as established in the General Plan, with which the Zoning Ordinance, Specific Plans, and Planned Development overlays must be consistent, so it is important to understand the existing built form in order to evaluate potential changes considered during the General Plan Update.*

## Parcel Size

- The size and pattern of parcels impact the character of the community and future development possibilities. Residential parcel sizes are shown in the Figure and Table in the slides below. Residential areas tend to have smaller parcel sizes (<7,500 square feet) than non-residential areas. About 75% of parcels are less than 7,500 square feet. Small parcels provide for pedestrian-scaled buildings.
- The largest parcels (greater than 5 acres) tend to be used for agriculture, the airport, parks/open spaces, or industrial uses. Larger parcels allow for more room for parking and landscaping but typically provide for less continuous building frontage than smaller parcels. Many of these parcels are in the western or southern part of the city. There are some larger parcels scattered in or near residential neighborhoods. These parcels are often used as schools or parks. However, some of these larger parcels in the southern part of the city are industrial or commercial uses, indicating potentially abrupt shifts in scale between adjacent industrial or commercial and residential uses.



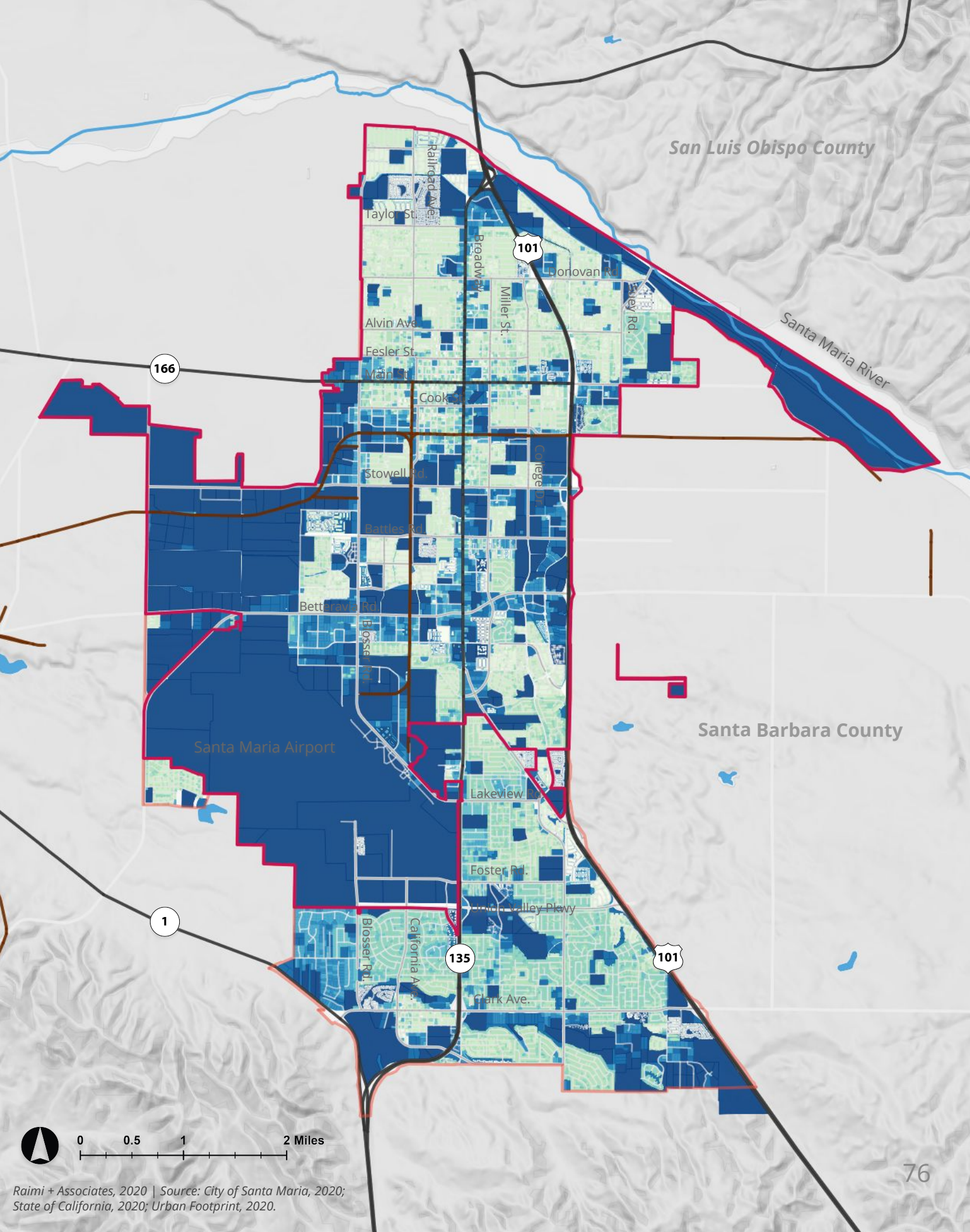
# Parcel Size



# Parcel Size

- Legend**
- City Limits
  - Sphere of Influence
  - Parks
  - Water
  - Railroads
  - Freeways/Highways
  - Major Streets
  - Local Streets

- Parcel Size (sqft)**
- < 4,500
  - 4,500 - 6,000
  - 6,000 - 7,500
  - 7,500 - 10,000
  - 10,000 - 15,000
  - 15,000 - 0.5 acres
  - 0.5 acres - 1 acre
  - 1 acre - 2 acres
  - 2 acres - 5 acres
  - greater than 5 acres





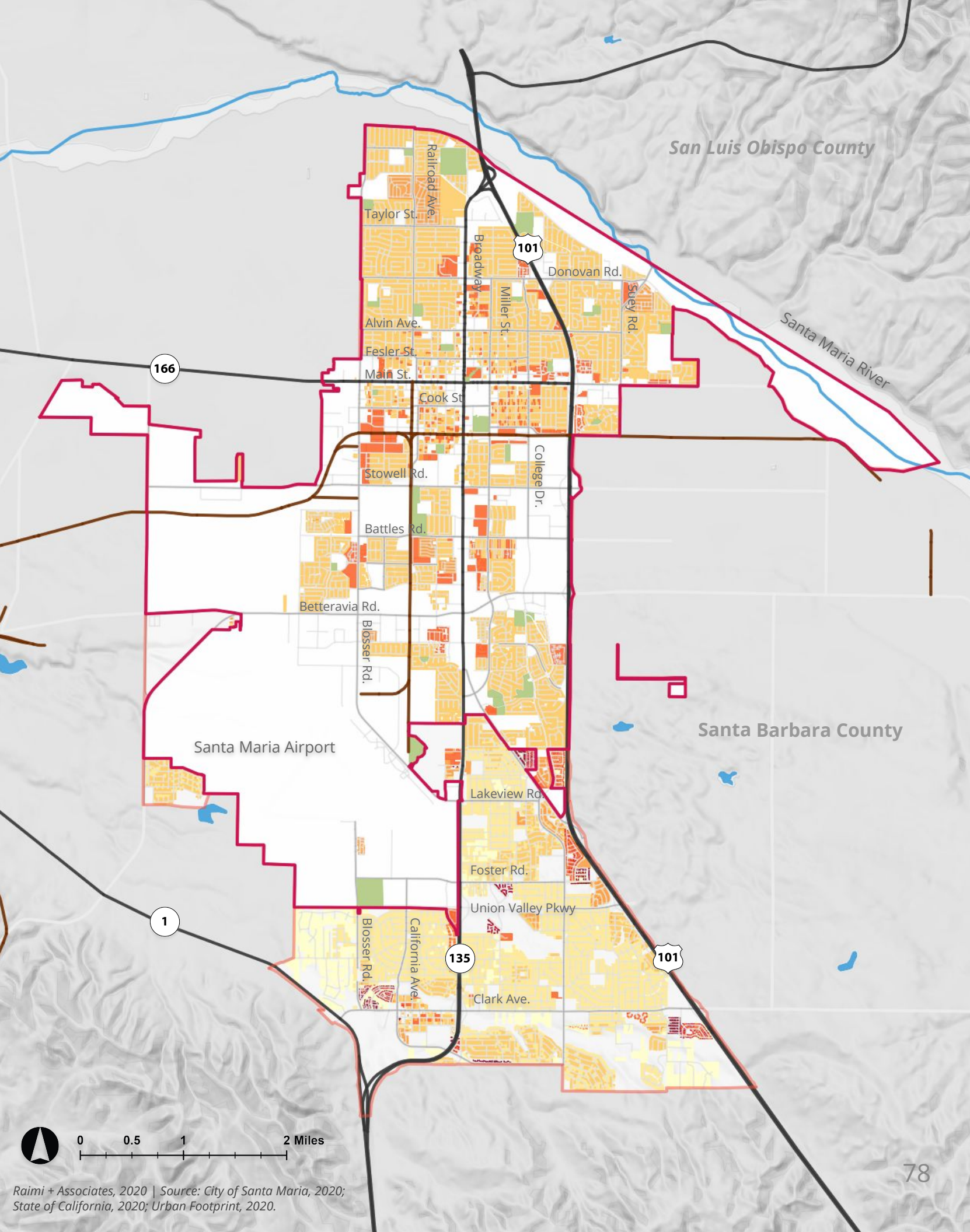
# Residential Density

- The Figure on the next slide shows residential density, displayed as dwelling units per acre (du/ac). The darker a parcel is on the map, the greater the residential density. The majority of parcels are developed at under 8 du/ac, and very few parcels are developed at a density of over 30 du/ac, indicating generally low density pattern of residential development throughout the city. Most suburban residential parcels are somewhere in the 5 – 8 du/ac range. It is common for entire neighborhoods to be within this range, reflecting a lack of diversity within neighborhoods for housing of different densities. Some residential neighborhoods near Downtown Santa Maria have a mix of densities, indicating a mix of housing types. Housing in Orcutt is generally developed a lower density than it is in Santa Maria.

# Residential Density

- Legend**
- City Limits
  - Sphere of Influence
  - Parks
  - Water
  - Railroads
  - Freeways/Highways
  - Major Streets
  - Local Streets

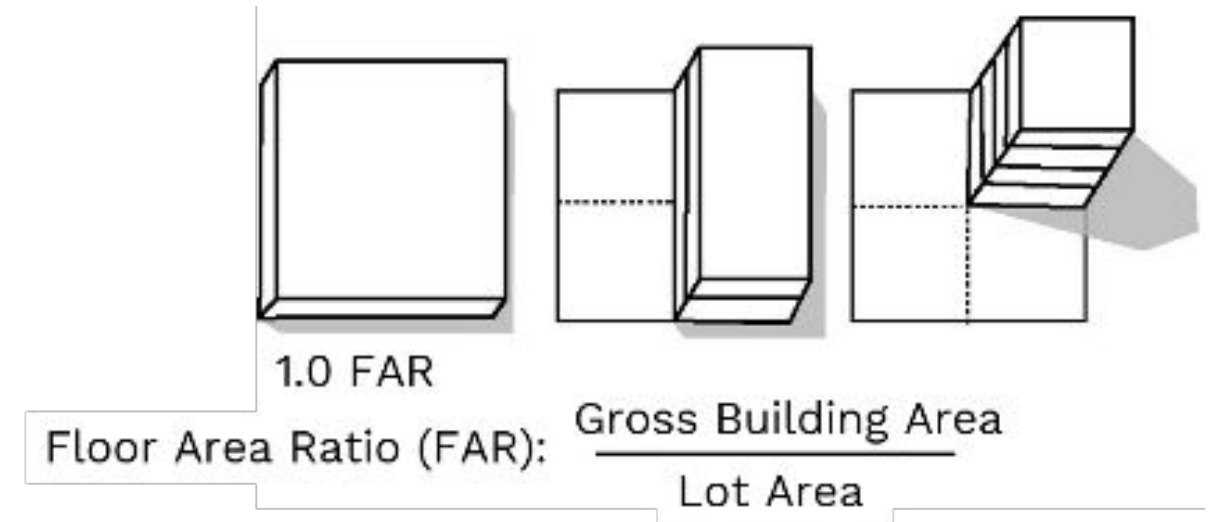
- Dwelling Units per Acre**
- <= 2.0
  - 2.01 - 5.0
  - 5.01 - 8.0
  - 8.01 - 12.0
  - 12.01 - 22.0
  - 22.01 - 30.0
  - 30.01 - 40.0
  - > 40.0





# Non-Residential Floor Area Ratio (FAR)

- The Figure on the next slide shows non-residential intensity, measured in floor area ratio (FAR), which divides gross building area over lot area. A greater FAR indicates greater building intensity. Generally higher FARs (>0.5) are located along major corridors, including Broadway and Main Street. Downtown Santa Maria has a mix of low, medium, and high FAR buildings, indicating a mix in development intensity and scale.



*Floor area ratio (FAR) is the measure of gross building area divided by lot area. As seen in the diagram above, a site with a maximum of 1.0 FAR could have a single-story building covering an entire lot, a two-story building covering half of the lot, or a four-story building covering a quarter of a lot. All three buildings have the same floor area.*

# Non-Residential FAR

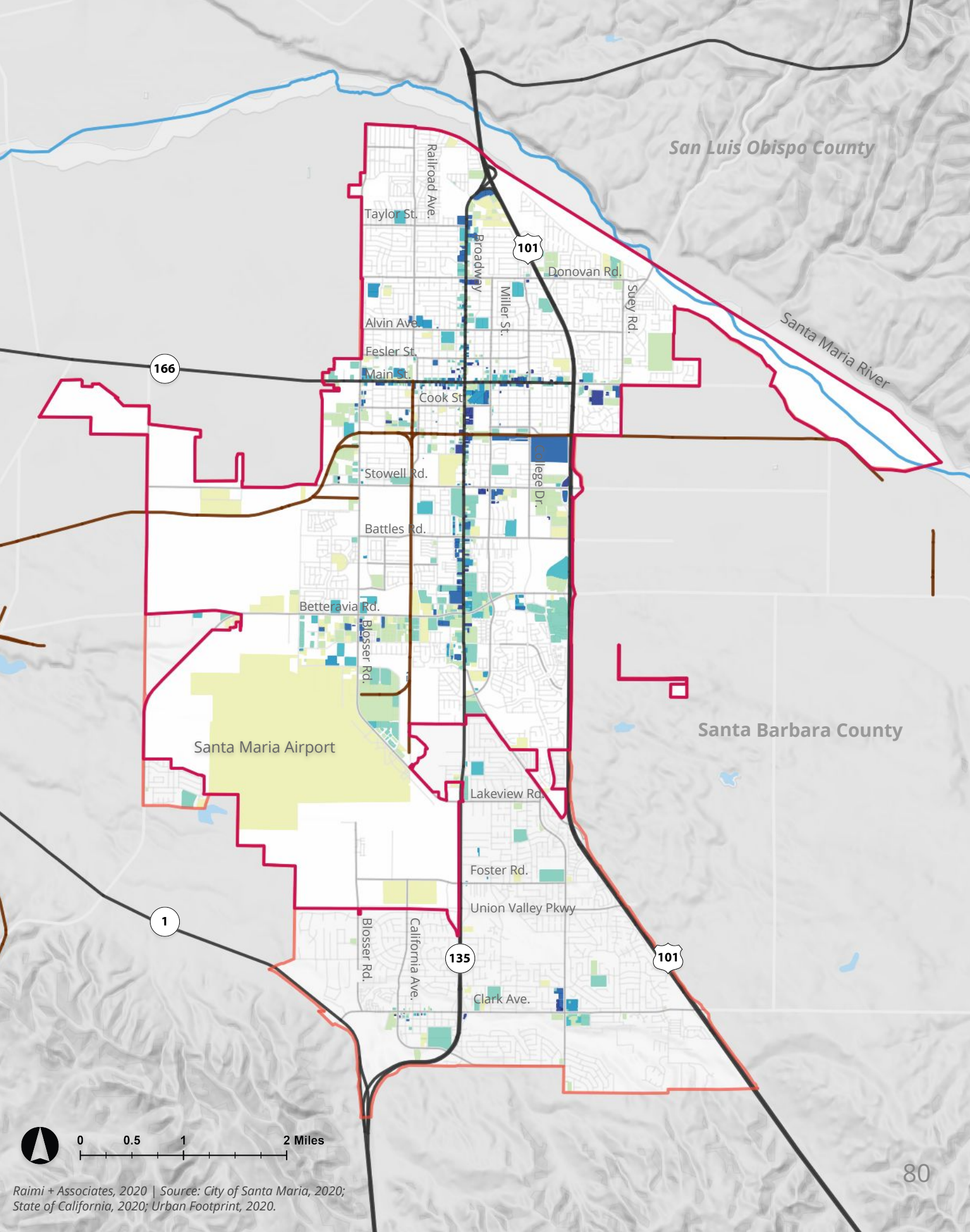
## Legend

- City Limits
- Sphere of Influence
- Parks
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

## Non-residential FAR

- $\leq 0.025$
- 0.025 - 0.1
- 0.1 - 0.25
- 0.25 - 0.36
- 0.36 - 0.5
- 0.5 - 1.0
- 1.0 - 5.0
- $> 5.0$

Not applicable



0 0.5 1 2 Miles

Raimi + Associates, 2020 | Source: City of Santa Maria, 2020; State of California, 2020; Urban Footprint, 2020.



# Walkability

- The built form contributes to the walkability of an area. Accessibility, connectivity, and the quality of the pedestrian environment are also important variables describing whether a place is walkable. Walkable neighborhoods often enjoy economic benefits, including higher property values, and increased private investment. In addition, people residing in neighborhoods with high walkability typically engage in more total physical activity than people residing in neighborhoods with low walkability. Walkability is a function of intersection density and reflected in relative access to retail.
- **Intersection Density.** Intersection density, or number of intersections per square mile, is a proxy for block size, and by extension, the general walkability and character of an area. As shown on the next slide, Downtown Santa Maria has the most intersections per square mile, therefore it is one of the most walkable areas of the city. Downtown's gridded street pattern and small block size facilitates walkability. Some residential subdivisions have relatively high intersection density, suggesting a level of walkability lower than that of Downtown Santa Maria but greater than subdivisions that may have larger block sizes and less connective street types, such as cul de sacs. Generally, many areas in the southern part of the city are not easily walkable due to large block size.
- **Access to Retail.** Access to retail is an indicator of walkability and land use mix. The slide below shows residential areas within a 5 minute walk to retail, shown in dark yellow. Per the Figure and the Chart, about 23 percent of the population lives within a 5 minute walk to retail. Downtown's gridded street pattern makes it more walkable, and its mixed use pattern of development also facilitates convenient access to goods and services. However, most retail in Santa Maria is located along major corridors, including Main Street, Broadway, Betteravia and US-101, so walkability to retail is largely determined by proximity to these areas. There is very little retail east of US-101; residents in the northeast part of the city therefore must cross US-101 to access most retail in the city.

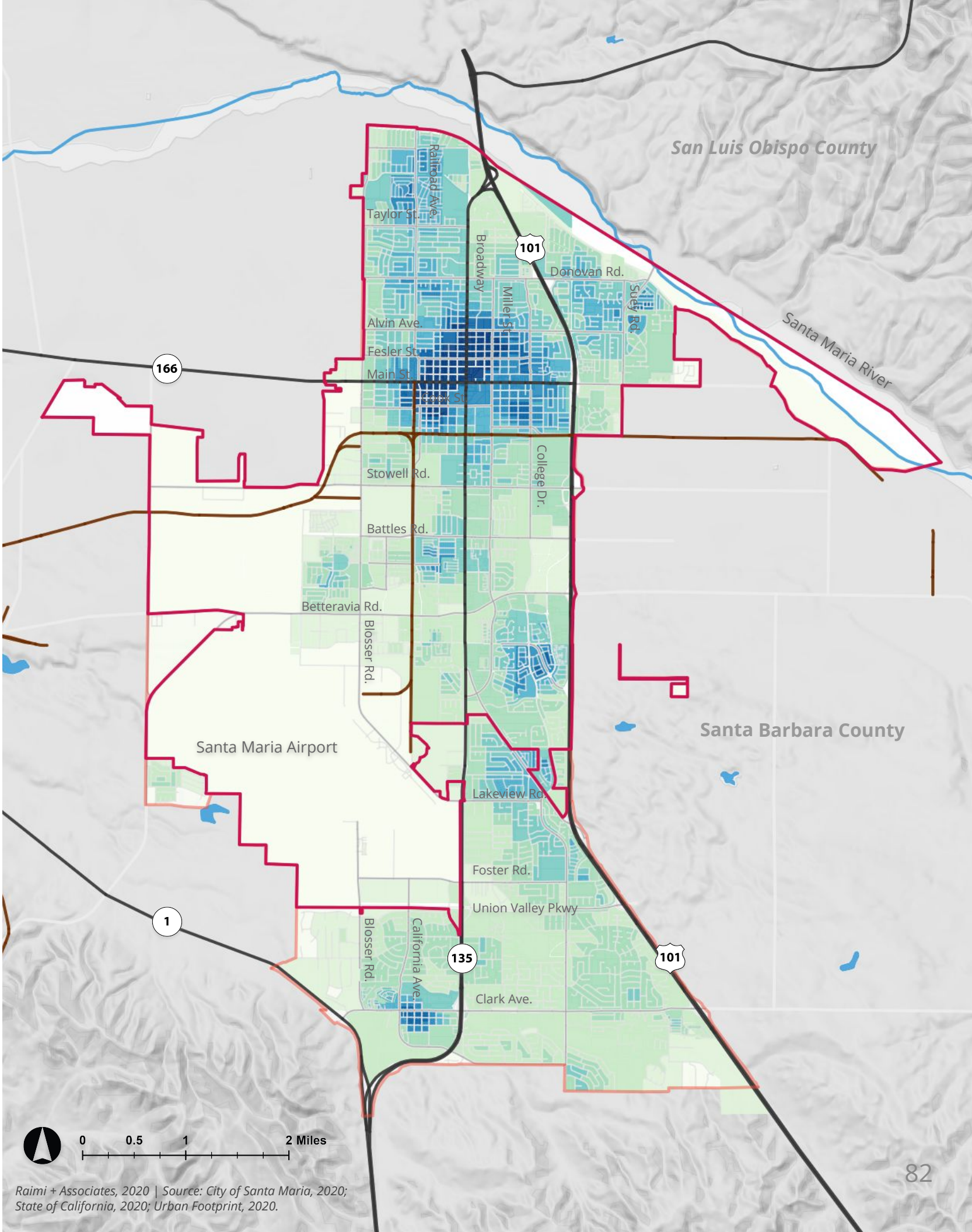
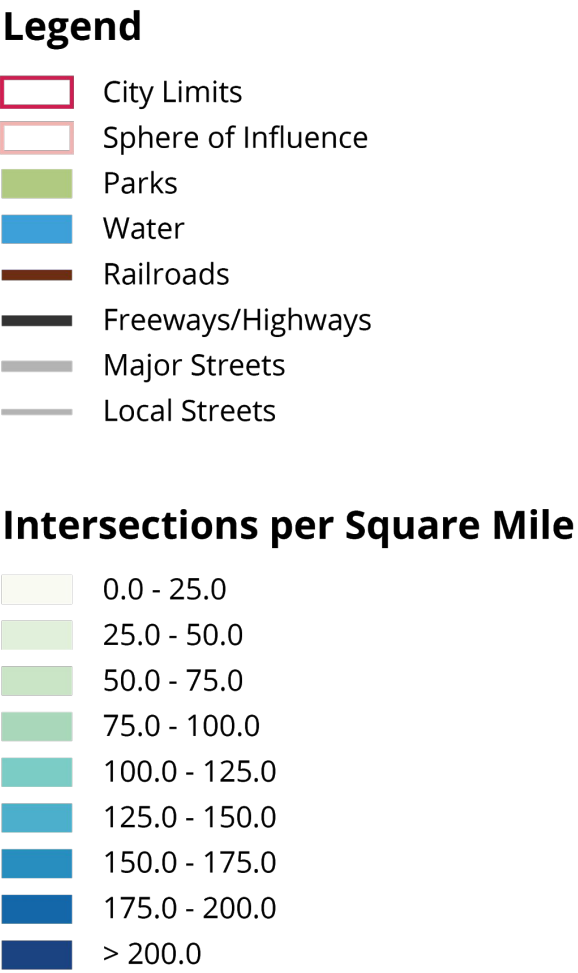


# Intersection Density



The graphic above compares intersection density in portions of two cities: Los Angeles and Irvine. An area with low intersection density (Irvine, 15 intersections per square mile) has larger blocks and less street connectivity than places with smaller blocks and higher intersection densities, like Los Angeles. This means that the portion of Irvine shown is likely less walkable and bikeable than the portion of Los Angeles shown.

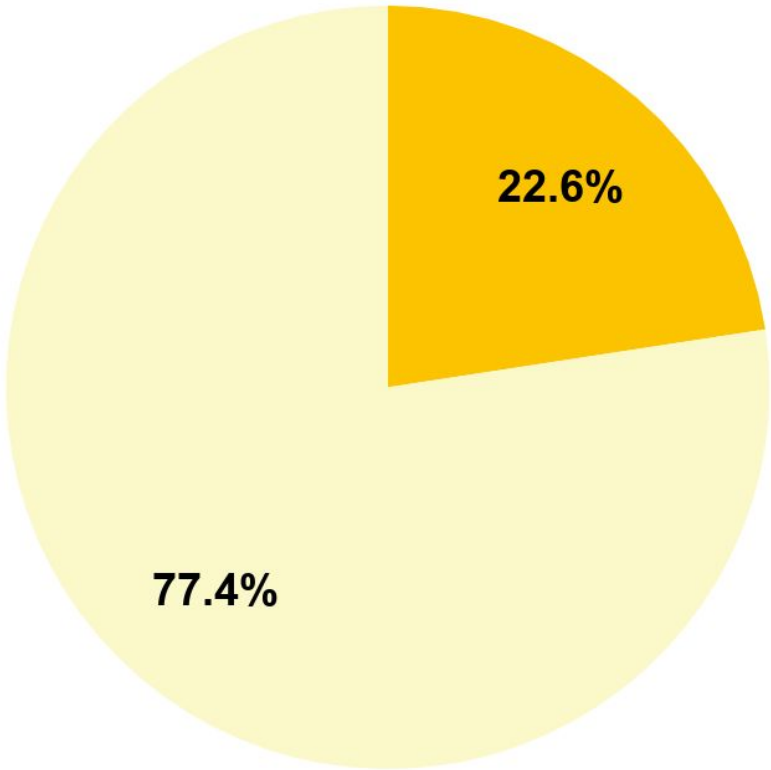
Image source: US Environmental Protection Agency EnviroAtlas, 2015.





# Access to Retail

● Population within 5min Walk to Retail    ● Population beyond 5min Walk to Retail

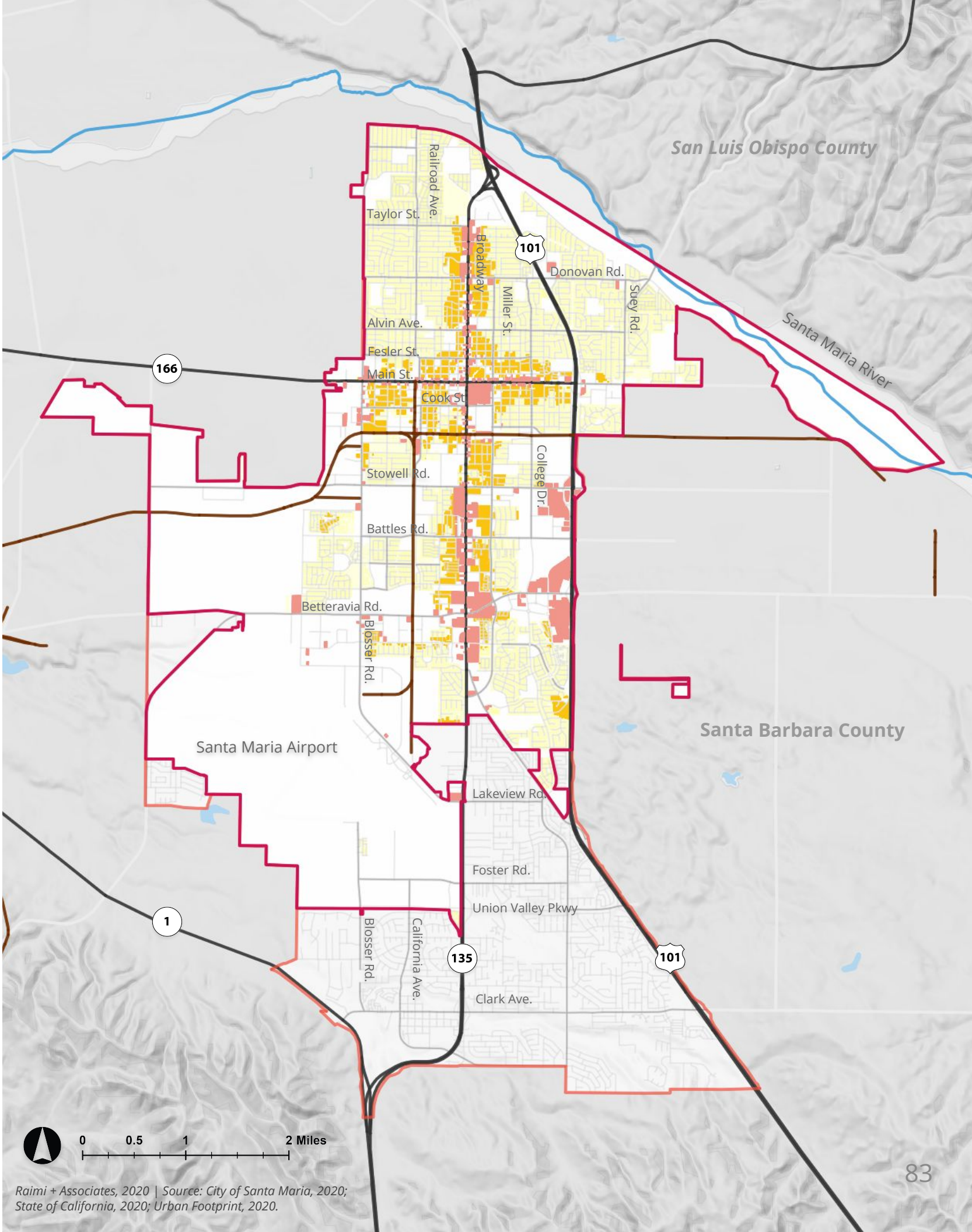


### Legend

- City Limits
- Sphere of Influence
- Retail
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

### Walking Access to Retail

- Residential Area within 5min
- Residential Area beyond 5min



## **7. Growth and Development**



# Purpose and Overview

*This section of the Report describes historic and projected growth in Santa Maria, development potential, and development projects in the pipeline. When considering updates to the General Plan, it is important to understand what size population, employment base, and housing stock to plan for, the existing capacity for absorbing that growth, and the projects that are on track to fill some of that capacity.*

## Growth Trends and Projections

- Historic growth.** The Land Use Element (1991) of the existing General Plan does not project anticipated population, household, or job growth. It is unknown how much growth the Plan anticipated. However, between 1990 and today, the city's population has increased by about 75 percent, or about 2.5 percent per annum. Between 2000 and today, the city's job growth increased by 30 percent (1.5 percent per annum) and population by 39 percent (1.9 percent per annum). Population growth has outpaced job growth in Santa Maria over the past 20 years, and the jobs/housing balance in the city over the past 20 years has declined slightly (see Table).
- Growth projections.** Growth projections are an estimation of the population, job, and household growth that the General Plan should plan for over the next 20 - 30 years. Per the Santa Barbara County Association of Governments (SBCAG), Santa Maria is projected to have the highest population increase from 2017 – 2050 in all of Santa Barbara County. Based on current 2020 population, households, and jobs information (see Table), SBCAG projects by 2050 a 33 percent increase in population (1.1 percent per annum), a 52 percent increase in households (1.7 percent per annum), and a 19 percent increase in jobs (.6 percent per annum). This means population growth is expected to continue to exceed job growth in Santa Maria through 2050.

Historic and Projected Growth (Santa Maria)

	1990	2000	2010	2020	2030	2050
Population	61,552 <sup>4</sup>	77,423 <sup>4</sup>	99,553 <sup>4</sup>	107,407 <sup>1</sup>	127,600 <sup>3</sup>	143,100 <sup>3</sup>
Households	19,995 <sup>4</sup>	22,146 <sup>4</sup>	26,908 <sup>4</sup>	29,018 <sup>1</sup>	36,400 <sup>3</sup>	44,100 <sup>3</sup>
Housing Units	21,237 <sup>4</sup>	22,847 <sup>4</sup>	28,294 <sup>4</sup>	30,430 <sup>1</sup>	-	-
Jobs	-	33,902 <sup>2</sup>	38,489 <sup>2</sup>	44,063 <sup>2</sup>	47,310 <sup>3</sup>	52,550 <sup>3</sup>
Jobs/Housing Balance	-	1.48	1.36	1.45	-	-

- Notes:
1. Source: California Department of Finance E-5 City/County Population and Housing Estimates, 1/1/20
  2. Source: Longitudinal Employer-Household Dynamics (LEHD), 2010, 2017.
  3. Source: SBCAG Regional Growth Forecast 2050 Santa Barbara County, 2019.
  4. Source: California Department of Finance E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990, 2000, 2010.
  5. Jobs in 1990 not available. Job totals in 2000 column are from the year 2002.

# Regional Housing Needs Assessment (RHNA)

- **RHNA 5th Cycle.** Per the State-mandated 2015 – 2023 Regional Housing Need Allocation (RHNA), the City is required to zone enough land to accommodate the construction of 4,102 housing units by 2023. Cities that do not comply with RHNA are at risk of litigation or ineligibility for State grants. According to the Santa Barbara County Association of Governments (SBCAG), as of June 2019, Santa Maria has permitted 34 percent of its RHNA-required units.
- **RHNA 6th Cycle.** SBCAG is in the process of determining allocation methodology for its 6<sup>th</sup> cycle (years 2023 - 2031). Based on preliminary allocation methodology, Santa Maria could have an allocation anywhere from 5,790 units to 9,197 units. With a current total of about 30,430 housing units, permitting up to 9,197 units could potentially increase the housing stock in Santa Maria by about 30 percent by 2031. Though the final RHNA numbers have not been determined by SBCAG, the updated General Plan Land Use Element should provide capacity for the City to meet its State-mandated RHNA requirements in the 6th cycle and subsequent cycles.

RHNA 5th Cycle (Santa Maria)

	5 <sup>th</sup> Cycle (2015-2023)	5 <sup>th</sup> Cycle Permitted <sup>1</sup>	5 <sup>th</sup> Cycle Progress <sup>1</sup>
Very Low	985	27	3%
Low	656	167	25%
Moderate	730	691	95%
Above Moderate	1,731	518	30%
<b>Total</b>	<b>4,102</b>	<b>1,403</b>	<b>34%</b>
Notes: 1. Completion progress as of June 2019. <i>Source: SBCAG Draft RHNA Supplemental Report, 2020.</i>			



# Development Potential: Vacant Land & Redevelopment

- **Redevelopment Potential.** In much of the city, the improvement ratio (the ratio of the value of site improvements to the land value) is low, indicating opportunities for redevelopment and investment (see the next slide). Non-residential FAR (floor area ratios) are also relatively low, again indicating redevelopment opportunities (see the discussion above about FAR).
- **Current City Build-out.** Within the city, 32% of the land area is undeveloped, with 19% vacant and 13% agricultural. In the General Plan, 43% of the vacant land is classified Open Space and another 32% is classified Industrial.
- **Vacant Opportunity Areas with Significant Greenfield Infill Potential.** Vacant parcels are dispersed throughout the city, with many clustered between Battles, Betteravia, and 101. Many of the large vacant parcels have a development project in the pipeline (see the slides that follow). Most of the remaining vacant parcels are part of a Specific Plan (see the discussion of Specific Plans).

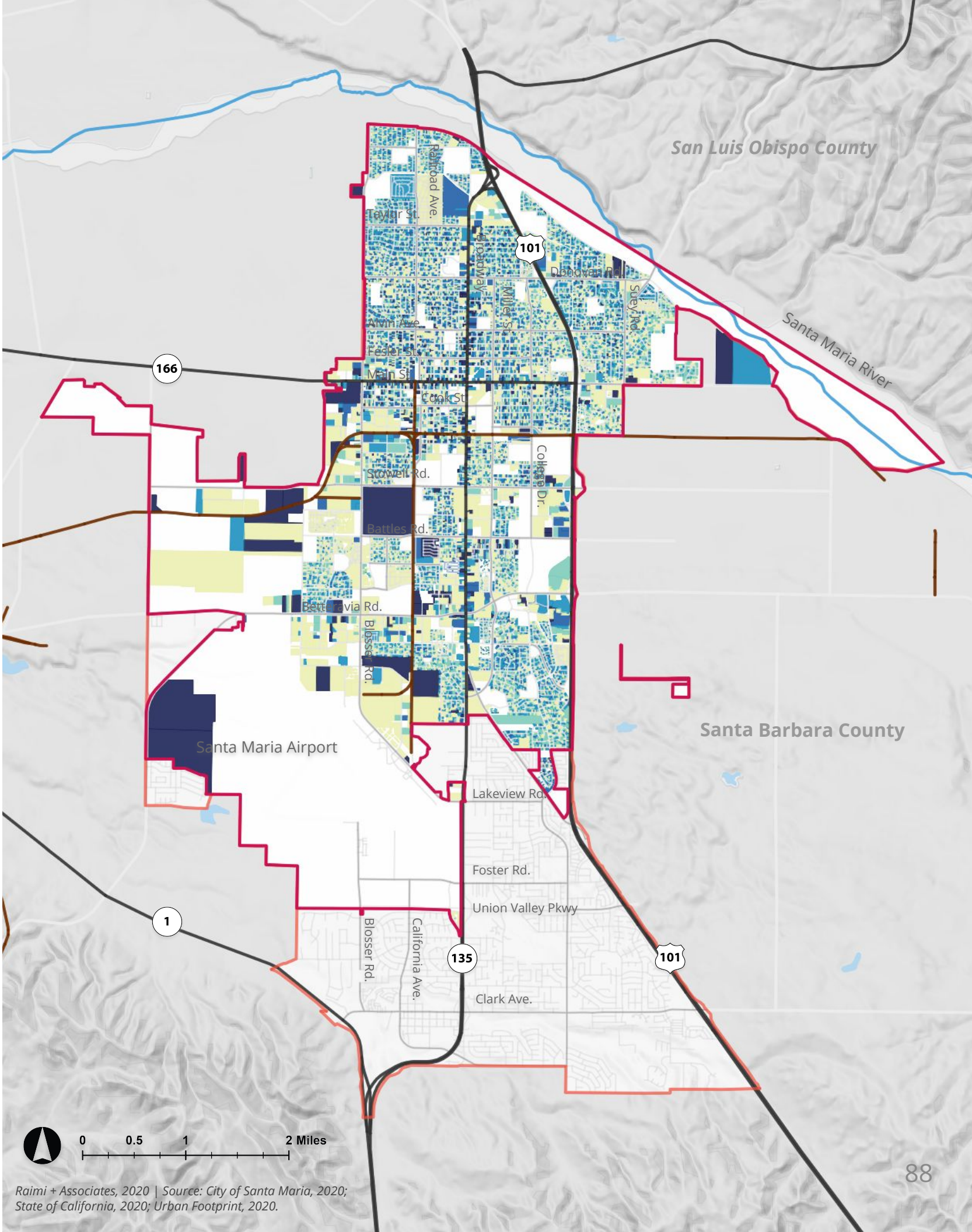
# Improvement Ratios

## Legend

- City Limits
- Sphere of Influence
- Parks
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

## Improvement to Land Value Ratio







- 0.0 - 0.5
- 0.501 - 1.0
- 1.001 - 1.5
- 1.501 - 2.0
- > 2.0





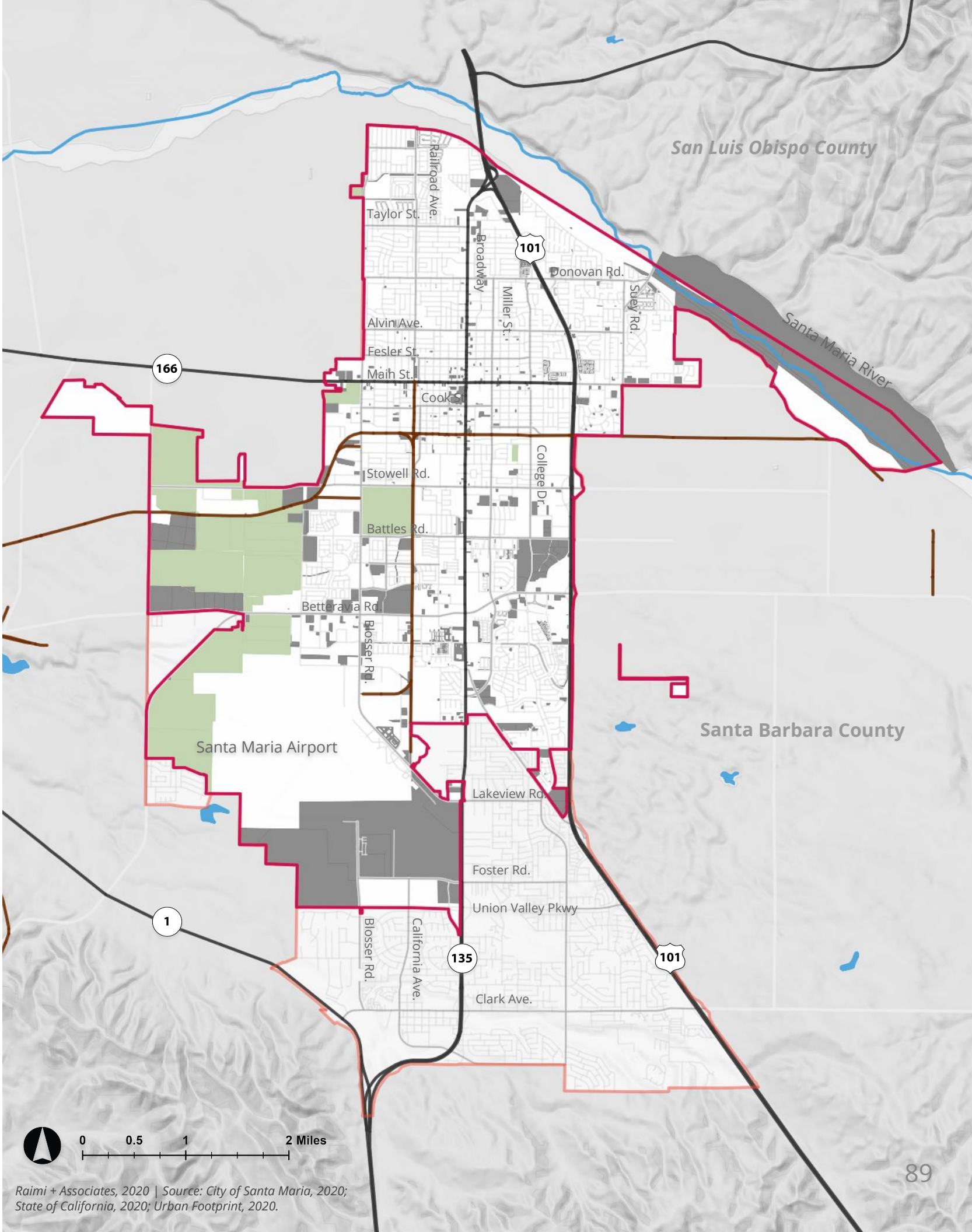
# Vacant Parcels

## Legend

-  City Limits
-  Sphere of Influence
-  Water
-  Railroads
-  Freeways/Highways
-  Major Streets
-  Local Streets

## Existing Land Use Types

-  Agriculture
-  Vacant



0 0.5 1 2 Miles

Raimi + Associates, 2020 | Source: City of Santa Maria, 2020; State of California, 2020; Urban Footprint, 2020.

# Development Projects

- **Overview.** The Figure on the next slide and the Table on this slide show development projects in four categories: residential, commercial, industrial, and mixed use/other. The mixed use/other category includes institutional uses like churches. Development projects are pending City approval, approved, or under construction.
- **Geographic pattern of new projects.** Of the projects listed, there are primarily small infill projects in the northern part of the city and more large-scale, transformative projects in the southern part of the city (see Table on next slide). Most major residential development projects (more than 50 units) are in the southern part of the city, south of Stowell Road. Many projects, including Betteravia Plaza (Betteravia Road and Santa Maria Valley Railroad), are being developed on vacant or formerly agricultural land.

Development Projects (July 2020)

Project Type	# Projects	Units	Commercial SF	Industrial SF	Institutional SF	Hotel Rooms
Residential	23	1,233 <sup>1</sup>	-	-	-	-
Commercial	28	-	511,214	-	-	180
Industrial	17	-	-	780,228	-	-
Mixed Use/Other	18	456	497,978	-	90,154	-
<b>Total</b>	<b>89</b>	<b>1,689</b>	<b>1,009,192</b>	<b>780,228</b>	<b>90,154</b>	<b>180</b>
Notes: <ol style="list-style-type: none"><li>1. Includes 240 affordable units, 132 senior units, and 39 affordable senior units. Does not include an unspecified number of H2A units.</li><li>2. Square footage and unit count not provided for all projects, therefore table may underrepresent potential development totals.</li></ol>						



# Development Projects

## Major Development Projects (July 2020)

Name	Location	Description
2811 Center	2811 Airpark Dr.	51,200 SF office in two buildings
309 Mill Apartments	309 E. Mill St.	23 unit, 9,750 SF apartment building
Barcellus Senior Apartments	502 E. Barcellus Ave.	80 unit senior apartments
Betteravia Plaza	Northwest corner of Betteravia Rd. and SMVRR tracks	Up to 272 apartments and 381,250 square feet of retail and office
Betteravia Self Storage	1265 W. Betteravia Rd.	109,955 SF self-storage facility
Bonita Packing Expansion	1859 Stowell Rd.	173,270 SF cooler addition
Celebration I II III	Northwest corner of Miller St. and Inger Dr.	56 single-family units, 33 senior apartments, 7,000 SF office building, a mixed-use building
Centennial Gardens	Southwest corner Battles Dr. and Depot Rd.	160 affordable units
Centennial Square	Southwest corner Miller St. and Plaza Dr.	138 apartments
Easton Apartments	Southeast corner of Battles Rd. and College Dr.	318 apartments
Enos Ranchos Mercado	Northwest corner of Betteravia Rd. and College Dr.	80,900 SF shopping center in six buildings

Name	Location	Description
Home Motors	1004 Battles Rd.	52,000 SF auto dealership
Lakeview Mixed Use	Northwest corner of Broadway and Skyway Dr.	164 unit apartment building and 11,000 SF of commercial
Lineage Logistics	1315 Blosser Rd.	210,000 SF freezer/processing facility addition
Northman Residential	Santa Maria Way between Sunrise Dr. and Dauphin St.	63 single-family residences
Residences at Depot Street	301 Depot St.	80 affordable units
SerraMonte Townhomes	2065 Blosser Rd.	81 townhomes
Toyota	Lot 4	73,000 SF dealership
Vandenberg Senior Residences	1314 S. Broadway	52 unit senior apartment addition
Westgate Marketplace	Northwest corner Blosser Rd. and W. Battles Rd.	68,000 SF commercial center
Windset Farms Greenhouses 7-9	1650 Black Rd.	4.3 million SF greenhouse and 93,000 SF building
Notes: Major development projects include residential projects over 50 units and non-residential projects over 50,000 SF.		

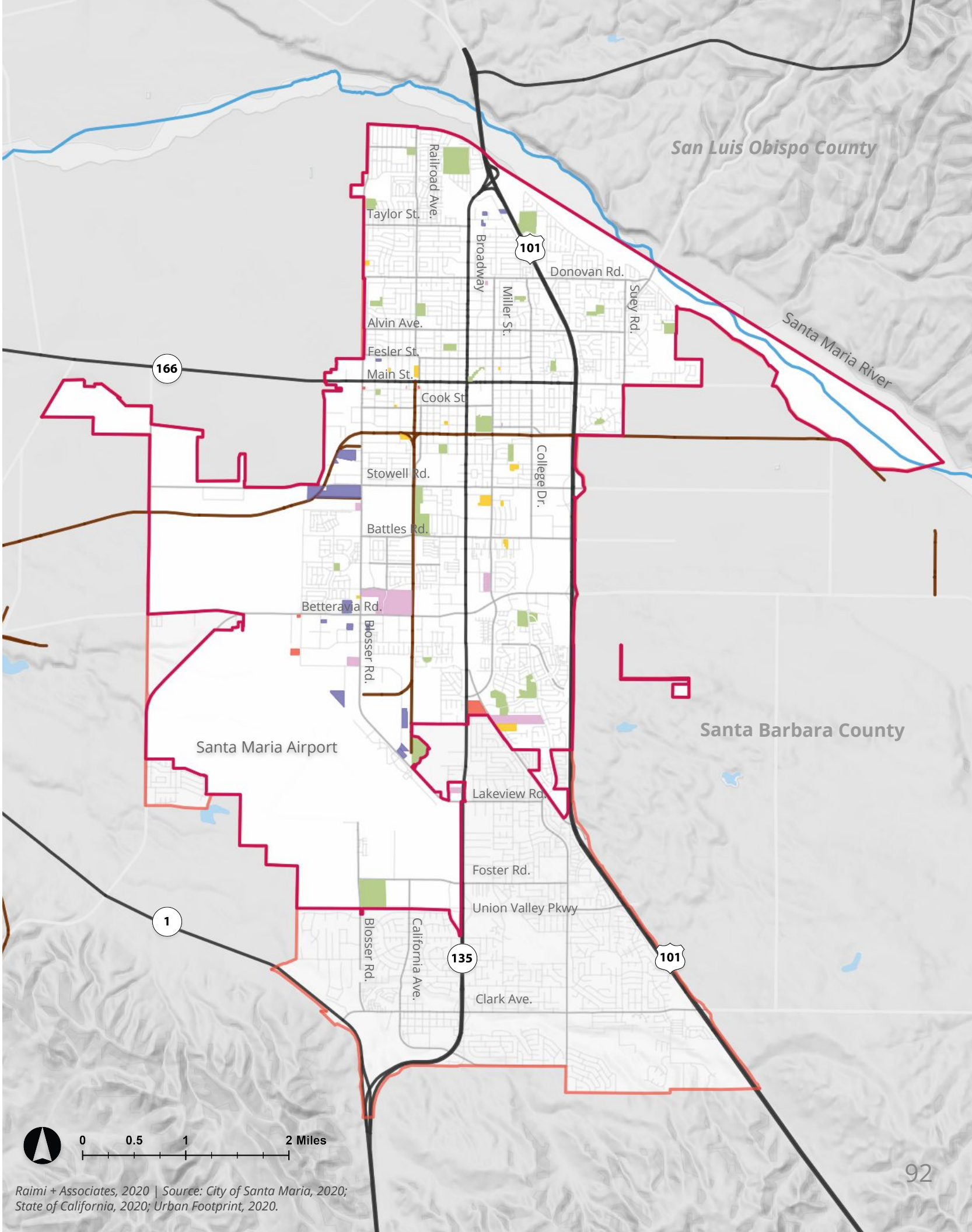
# Major Development Projects

## Legend

- City Limits
- Sphere of Influence
- Parks
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

## Major Development Projects

- Commercial Projects
- Industrial Projects
- Residential Projects
- Mixed Use or Other Projects





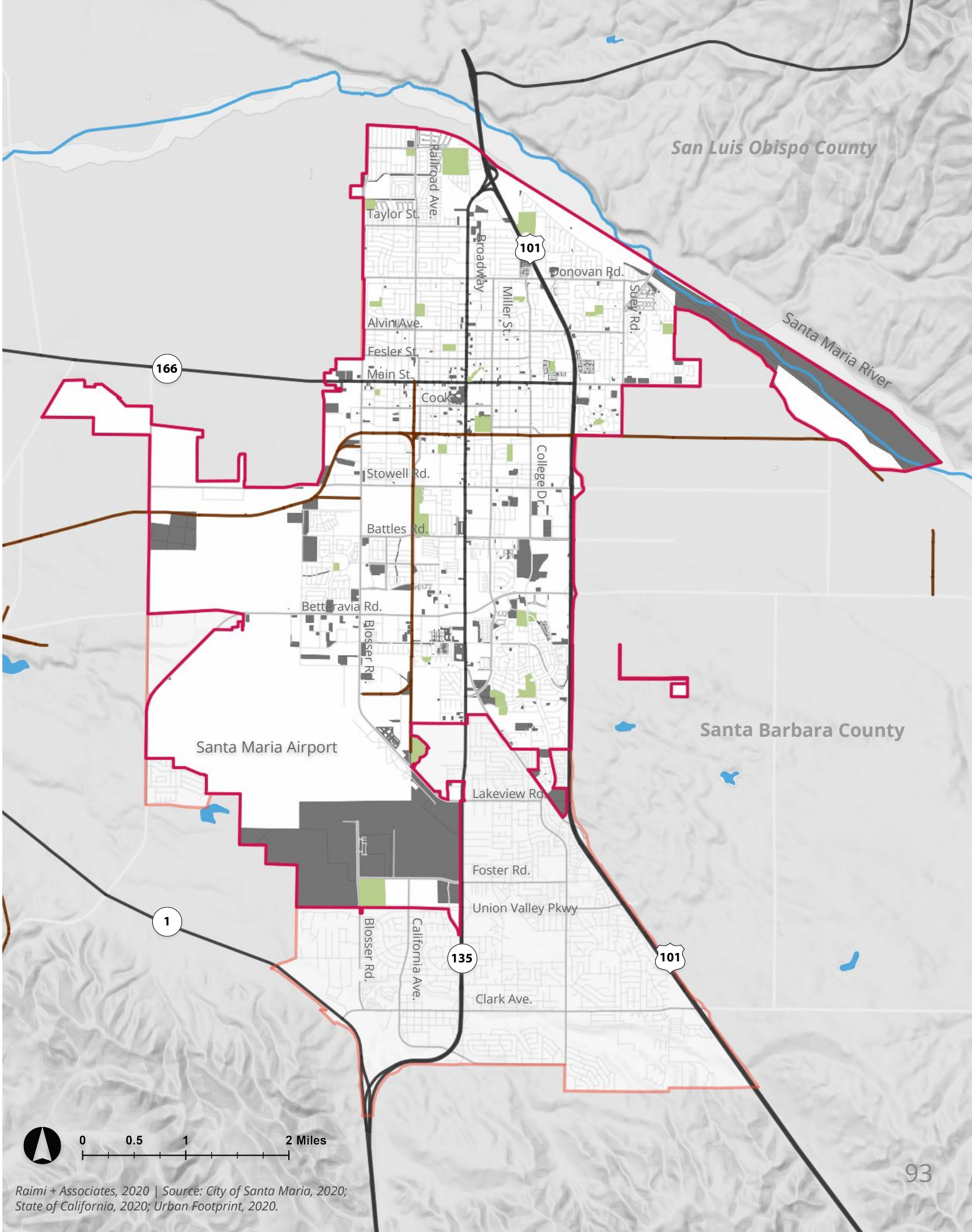
# Vacant Parcels without Planned Development Projects

## Legend

- City Limits
- Sphere of Influence
- Parks
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

## Existing Land Use

- Vacant Parcels without Projects in Pipeline



## **8. Parks and Recreation Facilities and Programs**



# Purpose and Overview

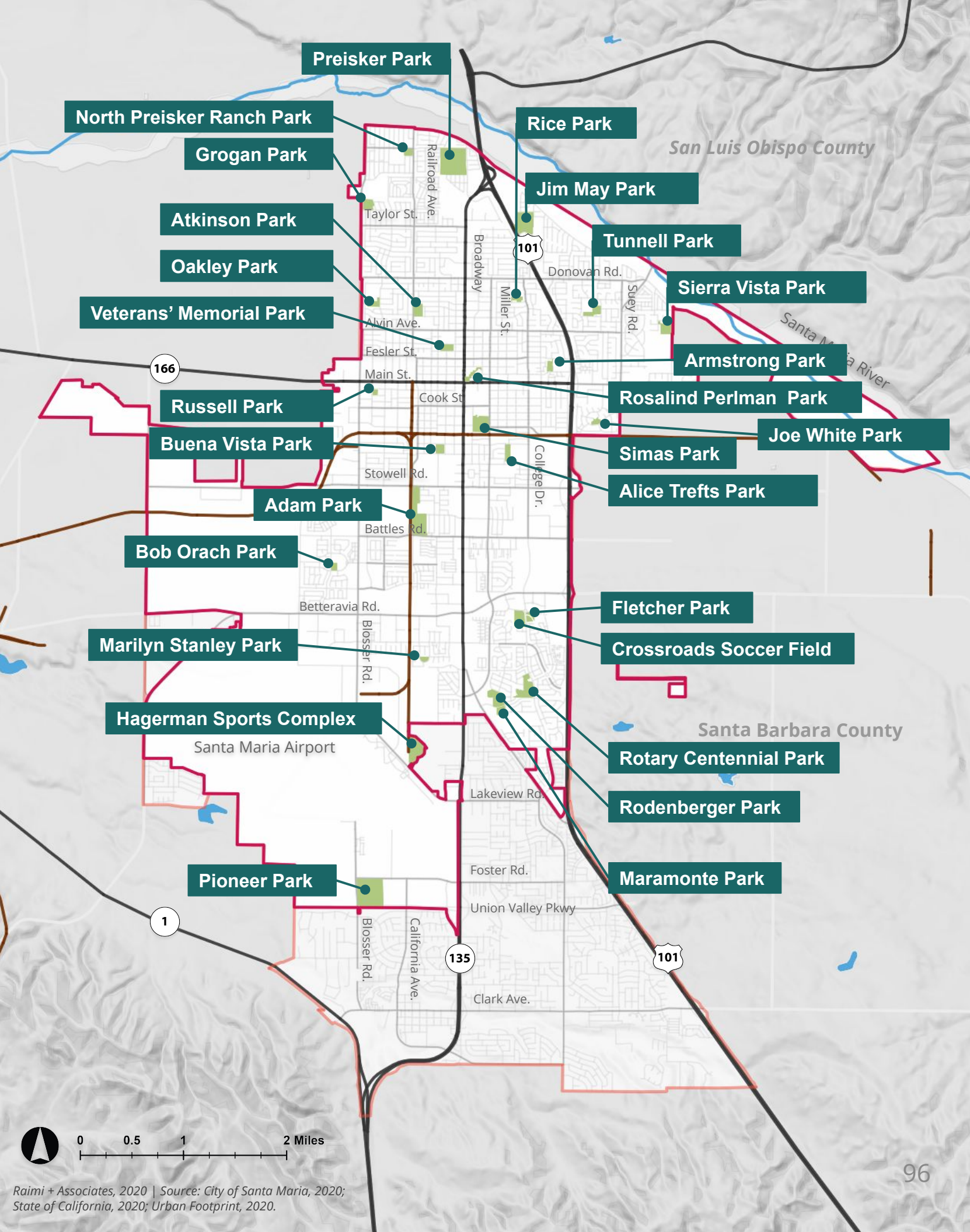
*This section of the Report inventories Santa Maria's parks, recreational facilities, and trails. It also describes access to these facilities as well as improvements recommended in the recent Recreation and Parks Leisure Needs Assessment and Action Plan.*

## Parks and Open Space Inventory

- **City of Santa Maria parks.** The City owns and maintains about 27 parks totaling 262.7 acres, shown in the Figure on the next slide and the Table on the subsequent slide. The City does not define park types (e.g. neighborhood parks, mini parks, etc.) in its 2019 Recreation and Parks Leisure Needs Assessment and Action Plan or the Resources Management Element of the General Plan (adopted 1996, amended in 2001).
- **Other parks, open spaces, and facilities.** In addition to City of Santa Maria parks, there are other public parks and facilities nearby that serve Planning Area residents.
  - Some Santa Barbara County Parks serve Santa Maria residents. These include Waller Park, which is just outside City limits, near the Hagerman Sports Complex, and Orcutt Community Park in Orcutt. The City pays for access to Waller Park in exchange for a property tax agreement in the Mahoney Ranch area.
  - The City of Santa Maria owns and manages part of Los Flores Ranch Park. It is about eight miles southeast of the city and includes 1,778 acres of open space and trails for hiking, biking, and equestrian use.
  - The City of Santa Maria has a joint use agreement with the Santa Maria-Bonita School District (SMBSD), which allows the City to use some gym facilities and playing fields. The City also has a specific use agreement with the Santa Maria Joint Union High School District (SMJUHSD) for lifeguards. Most school parks and fields on school grounds are fenced off, decreasing the availability of park space accessible to the public, and the City has to apply to the school Districts for use of most school facilities. The City also has a joint use agreement with Allan Hancock College.
- **Planned and proposed parks.** The City of Santa Maria recently opened an inclusive playground with equipment designed to be used by children with visual, mobility, and hearing impairments. The City has a number of planned and proposed parks, including the following:
  - **Veterans Memorial Park.** The City received a \$2.1 million grant in spring 2020 per Proposition 68 funds to redevelop Veterans Memorial Park. It will include a new playground, an art wall commemorating veterans, a community memorial garden, and an event plaza.
  - **Aquistapace.** The Aquistapace development (northeast corner of Blosser Road and Battles Road) may potentially include soccer fields.
  - **Enos Ranch.** There will be a new park within the Enos Ranch Specific Plan area.
  - **Los Flores Ranch.** The City of Santa Maria Recreation and Parks Department plans trail improvements and open space management at this facility.

# Existing Parks

- Legend**
- City Limits
  - Sphere of Influence
  - Parks
  - Water
  - Railroads
  - Freeways/Highways
  - Major Streets
  - Local Streets



0 0.5 1 2 Miles

Raimi + Associates, 2020 | Source: City of Santa Maria, 2020; State of California, 2020; Urban Footprint, 2020.



# Existing Parks

## Parks

Park Name	Total Acreage	Undeveloped Acreage	Net Park Acreage
<b>City of Santa Maria Parks</b>			
Adam Park	26.7	1.3	25.4
Alice Trefts Park	5.1	3.5	1.5
Armstrong Park	3.0	-	3.0
Atkinson Park	6.2	1.0	5.2
Buena Vista Park	4.0	-	4.0
Bob Orach Park	2.3	-	2.3
Crossroads Soccer Field	9.0	2.0	7.0
Fletcher Park	2.8	-	2.8
Grogan Park	5.8	-	5.8
Hagerman Sports Complex	21.4	-	21.4
Jim May Park	20.4	8.4	11.9
Joe White Park	2.3	-	2.3
Maramonte Park	8.9	0.2	8.7
Marilyn Stanley Park	2.0	-	2.0
North Preisker Park	3.0	-	3.0
Oakley Park	6.3	-	6.3
Pioneer Park <sup>1</sup>	37.5	4.7	32.8
Preisker Park	39.3	-	39.3
Rice Park	2.5	-	2.5
Rodenberger Park	5.1	-	5.1

Park Name	Total Acreage	Undeveloped Acreage	Net Park Acreage
Rosalind Perlman Park	2.9	-	2.9
Rotary Centennial Park	13.5	-	13.5
Russell Park	1.4	-	1.4
Sierra Vista Park	6.5	0.6	5.9
Simas Park	14.0	2.9	11.1
Tunnell Park	6.4	-	6.4
Veteran's Memorial Park	4.4	2.1	2.3
<b>Total City park acres</b>	262.7	26.7	236.0
<b>Santa Barbara County (SBC) Parks</b>			
Waller Park <sup>2</sup>		35.2	
<b>Total City and SBC acres counting towards park service</b>			271.2
Notes: <ol style="list-style-type: none"> <li>1. The City of Santa Maria leases 11 acres of the park for public use.</li> <li>2. Waller Park has 140.6 total acres, 35.2 acres count towards City of Santa Maria's park service calculations.</li> </ol> <b>Source: Santa Maria Recreation and Parks Leisure Needs Assessment and Action Plan, 2019.</b>			

# Park Service

- **Methodology.** Per the 2019 Leisure Needs Assessment and Action Plan, the City's park service standard is 5 park acres per 1,000 residents. The City's methodology does not count undeveloped portions of parks, such as water bodies, basins, and steep slopes. The City includes 25 percent of Waller Park, a Santa Barbara County facility, in its park service analysis because it is frequently used by Santa Maria residents.
- **Service.** In total, the City of Santa Maria counts 271.2 acres towards its park service calculations. With a 2017 population of 108,500, the City's park service ratio is 2.5 acres per 1,000 residents, short of its goal. The City needs 271.3 additional park acres, double its current total of usable park acreage, in order to achieve this goal today. If population increases to 143,100 in 2050 per SBCAG projections, the City will need 444.3 acres in additional park acres to its current inventory of 271.2 acres, or about a 64 percent increase in park acreage.

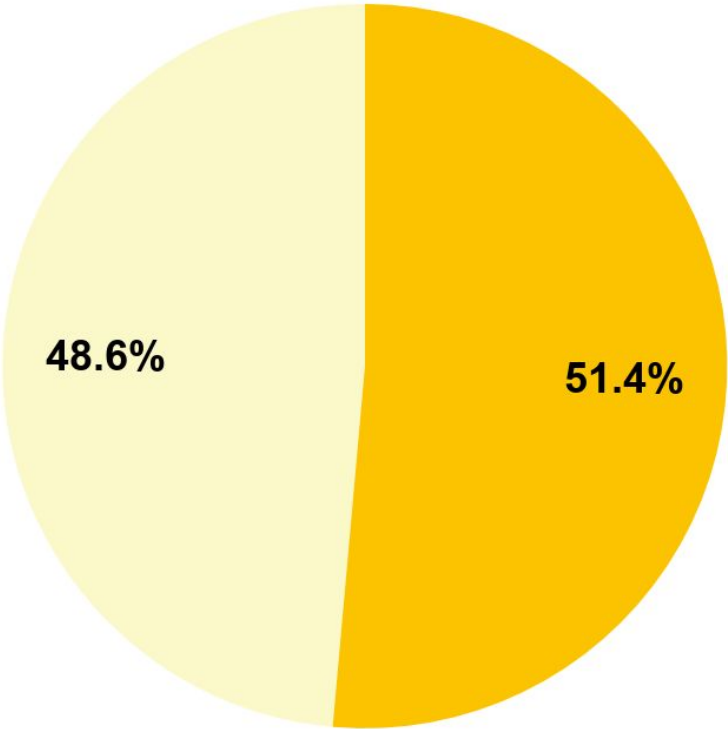


# Park Access

- **Park access.** The Figure on the next slide depicts residential areas within a 5 minute walk to parks, shown in dark yellow. Per the Figure and the Chart, about 51 percent of the population lives within a 5 minute walk to a park.
- **Park deficient residential areas.** There are a few “park deficient” areas of the city, meaning these areas have limited to no access to parks. These areas include:
  - The Northwest portion of city, between Blosser Road, Taylor Street, Broadway, and Donovan Road.
  - A few pockets of the area east of US-101 and north of Main Street, and north of Main Street between US-101 and Broadway.
  - Area north of Stowell Road, east of Broadway, south of Main Street, and west of US-101. This area does have some green space at the Santa Maria Cemetery.
  - A residential area north north of Betteravia Road, east of Blosser Road, south of Battles Road, and west of Broadway.
- **Schools.** Greater access to school facilities could alleviate park access issues in some park deficient areas.
- **Park needs.** If growth is focused Downtown, there will need to be more park space and improved access to parks. In addition, there are a number of 50+ unit residential projects under development in the southern part of the city, south of Stowell Road. Park access in currently underserved areas may become an even more pressing issue if park development does not keep pace with residential development. Finally parks planned in Specific Plan developments (such as Aquistapace and Enos Ranch) may improve access to parks in some park-deficient areas. It may also be possible to improve park service by developing undeveloped portions of existing parks.

# Access to Parks

● Population within 5min Walk to Park    ● Population beyond 5min Walk to Park

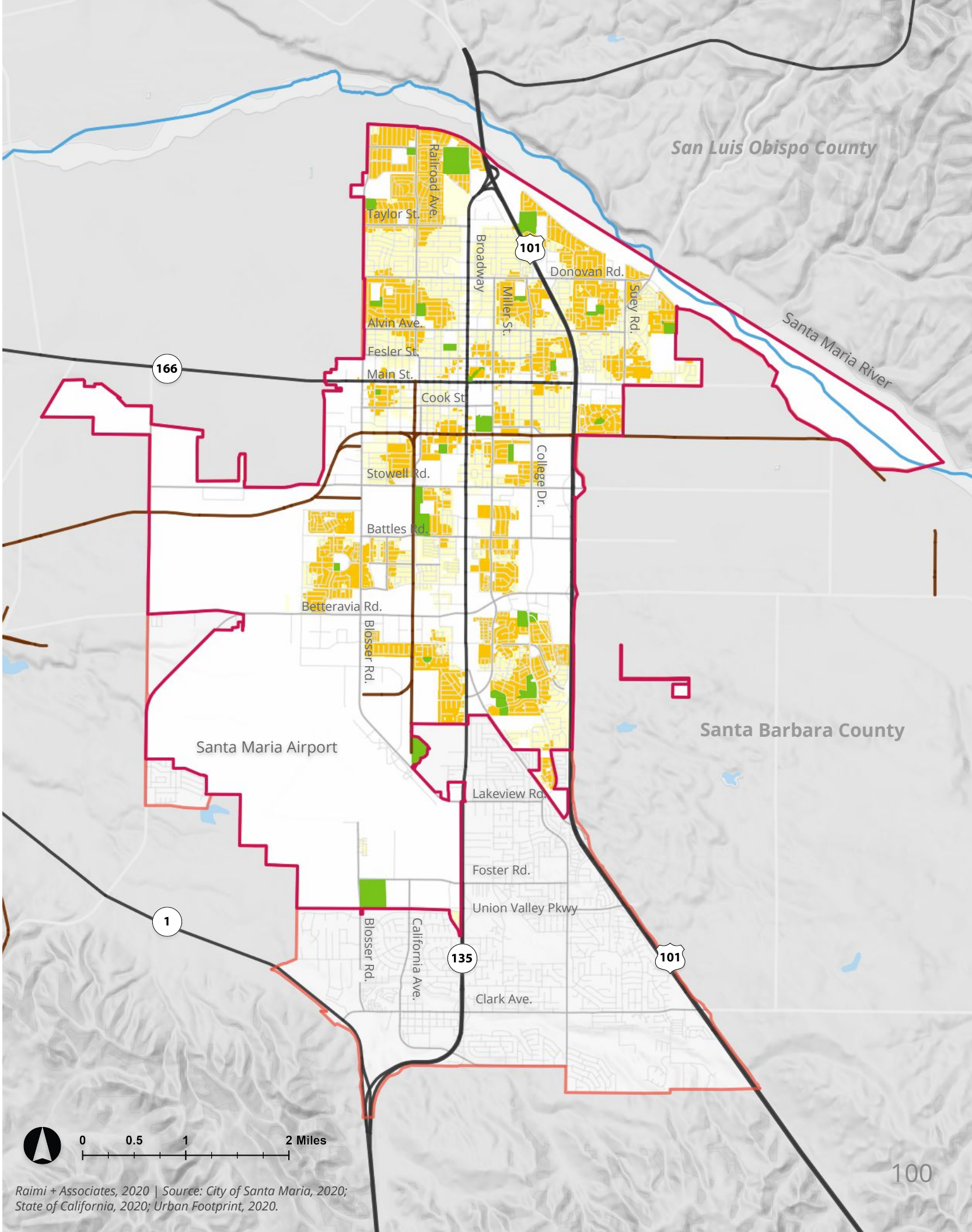


### Legend

- City Limits
- Sphere of Influence
- Parks
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

### Walking Access to Parks

- Residential Area within 5min
- Residential Area beyond 5min



Raimi + Associates, 2020 | Source: City of Santa Maria, 2020; State of California, 2020; Urban Footprint, 2020.



# Recreation Facilities

- **City of Santa Maria inventory.** City owns and operates a youth center, a senior center, an aquatic center with two pools, a public green, and seven community centers. The City programs sports, aquatics, teen programs, arts, senior services, Special Olympics, and special events, like Movies in the Park, for residents of all ages at these facilities.
- **Other recreation facilities in Santa Maria.** The City's recreational facilities are supplemented by the following:
  - Private facilities in Santa Maria, including the YMCA, Boys and Girls Club, Santa Maria Country Club, and private gyms, also provide recreational amenities to residents.
  - Joint use agreements with school districts allow use of school gyms and facilities.
- **Planned improvements.** There are two planned improvements to public recreational facilities in Santa Maria. This includes pool resurfacing and repair to the concrete pool deck at the Paul Nelson Aquatic Center. The City also plans to build a recreational facility with supportive uses at Russell Park.
- **Service.** Per the Resources Management Element of General Plan, the service standard for swimming pools is one community pool per 20,000 people, one community center building per 25,000 people, and one senior center building per 50,000 people. Per these metrics, the City is not meeting its community pool and senior center goals. The Leisure Needs Assessment and Action Plan (2019) does not use the metrics identified above, though the Plan identifies a need for one new swimming pool.
- **Access.** Most community centers are in the middle of residential neighborhoods, serving as anchoring neighborhood institutions. A number of facilities, including the senior center, youth center, and aquatics center, are located Downtown, not within walking distance of many residents. Though these facilities serve Downtown residents, they are not within convenient access to residents living on the edges of the city. Only about 9 percent of residents live within a five-minute walk of a recreation facility.

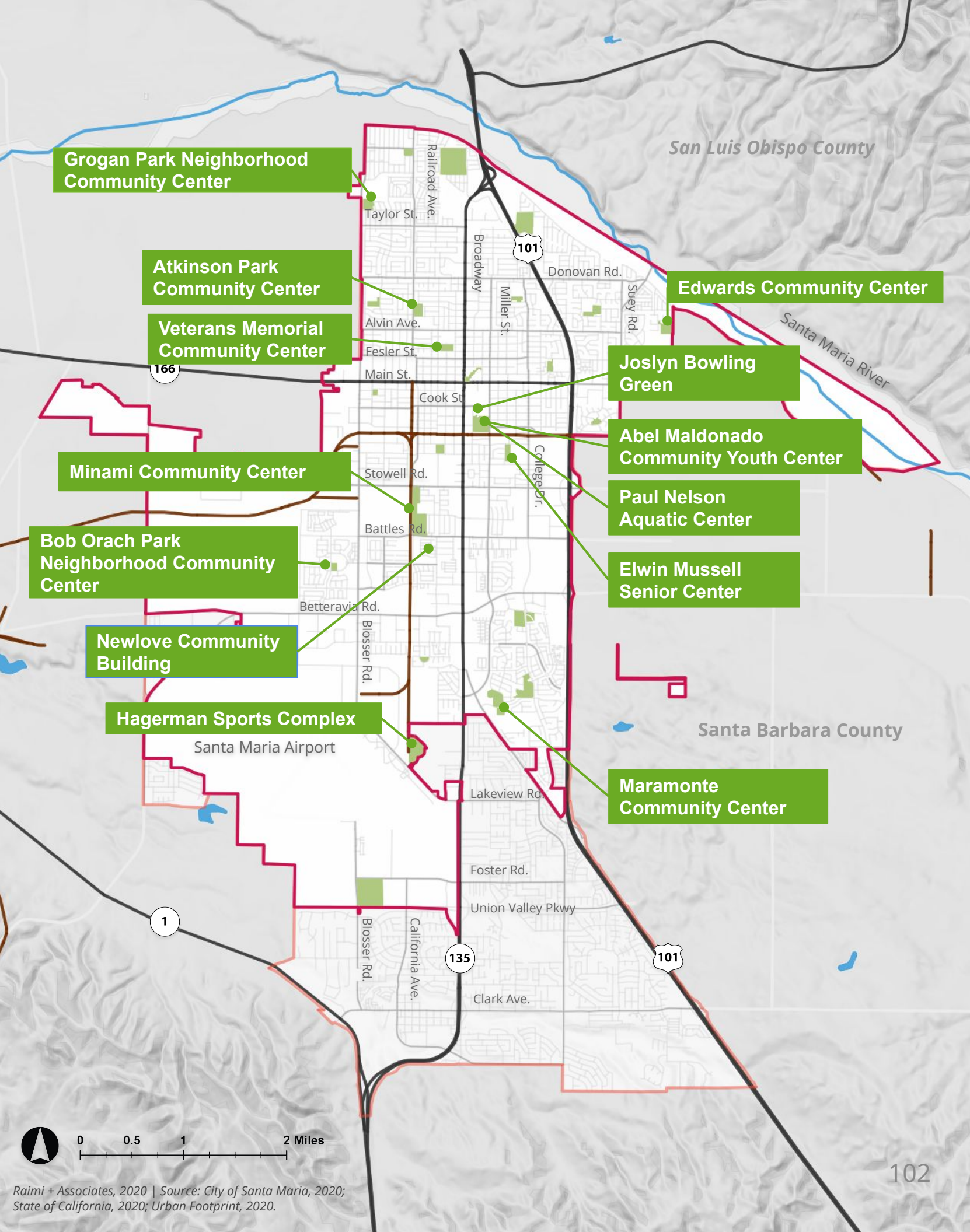
# Recreation Facilities

Facility	Type	Address
Abel Maldonado Community Youth Center	Youth community center	600 S. McClelland St.
Atkinson Park Neighborhood Community Center	Community center	1000 N. Railroad Ave.
Bob Orach Park Neighborhood Community Center	Community center	1800 Westgate Rd.
Edwards Community Center (at Sierra Vista Park)	Community center	809 Panther Dr.
Elwin Mussell Senior Center (at Alice Trefts Park)	Senior center	510 E. Park Ave.
Grogan Park Neighborhood Community Center	Community center	1155 W. Rancho Verde
Hagerman Sports Complex Building	Recreation building	3300 Skyway Dr.
Joslyn Bowling Green	Public green	420 S. McClelland St.
Maramonte Community Center	Community center	620 E. Sunrise Drive
Minami Community Center (at Adam Park)	Community Center	600 W. Enos Dr.
Newlove Community Building	Community Building	1619 S. Thornburg St.
Paul Nelson Aquatic Center (at Simas Park)	Aquatic center	516 S. McClelland St.
Veteran's Memorial Community Center	Community center	313 W. Tunnell St.

Source: City of Santa Maria, 2020.

## Legend

- City Limits
- Sphere of Influence
- Parks
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

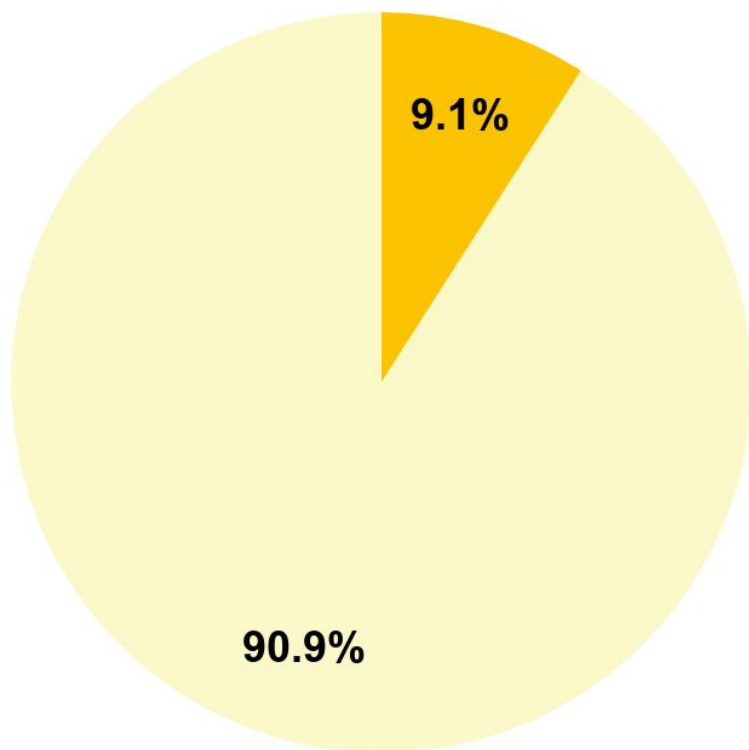


Raimi + Associates, 2020 | Source: City of Santa Maria, 2020; State of California, 2020; Urban Footprint, 2020.



# Access to Recreation Facilities

- Population within 5min Walk to Recreation Facilities
- Population beyond 5min Walk to Recreation Facilities

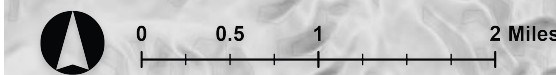
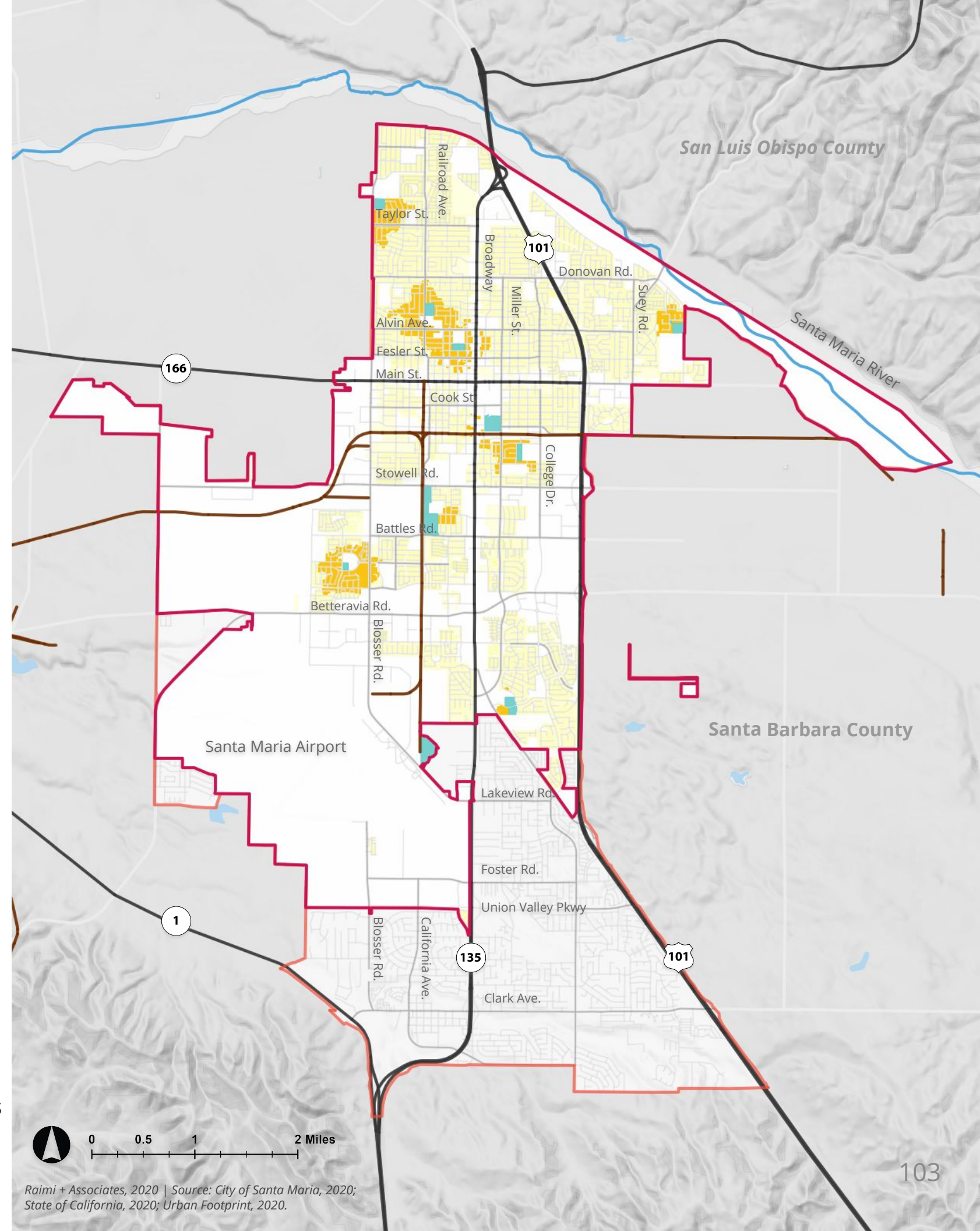


### Legend

- City Limits
- Sphere of Influence
- Recreation Facilities
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

### Walking Access to Recreation Facilities

- Residential Area within 5min
- Residential Area beyond 5min



Raimi + Associates, 2020 | Source: City of Santa Maria, 2020; State of California, 2020; Urban Footprint, 2020.

# Trails

- **Existing trail network.** The city has a system of trails that serve pedestrians and bikers. The city's trail network consists of the following facilities:
  - Class I shared use paths are dedicated paths that may be used by cyclists or pedestrians and are separated from roadways. There are 4.7 miles of Class I paths in Santa Maria.
  - Los Flores Ranch Park is eight miles southwest of the city and has 14 miles of trails.
  - The 7.1 mile Santa Maria Levee Trail runs along the Santa Maria River to the immediate north of the city.
- **Constraints.** Pedestrian connectivity was identified by residents as a high priority need in the 2019 Leisure Needs Assessment and Action Plan. However, the City does not have a trails master plan guiding trail development. Though the draft 2020 Active Transportation Plan (ATP) proposes improvements to the trail network within Santa Maria, the 2019 Leisure Needs Assessment Action Plan recommends creating a trails master plan in coordination with regional partners, including representatives from Santa Barbara County, Orcutt, and Betteravia to connect Santa Maria to regional trails. The City has proposed "rails to trails" conversions, but these projects are challenging because they require coordination with owners of railroad rights-of-way.
- **Planned and proposed improvements.** The draft ATP proposes improvements to existing trail amenities, including wayfinding, seating, and lighting. In addition, the ATP proposes expanding the Class I shared use path network from 4.7 miles to about 26 miles. The most significant proposed Class I trails are along US-101, Jones Street/the Santa Maria Valley Railroad right-of-way, and Blosser Road. The ATP also proposes an extension of the Levee Trail west of the city.



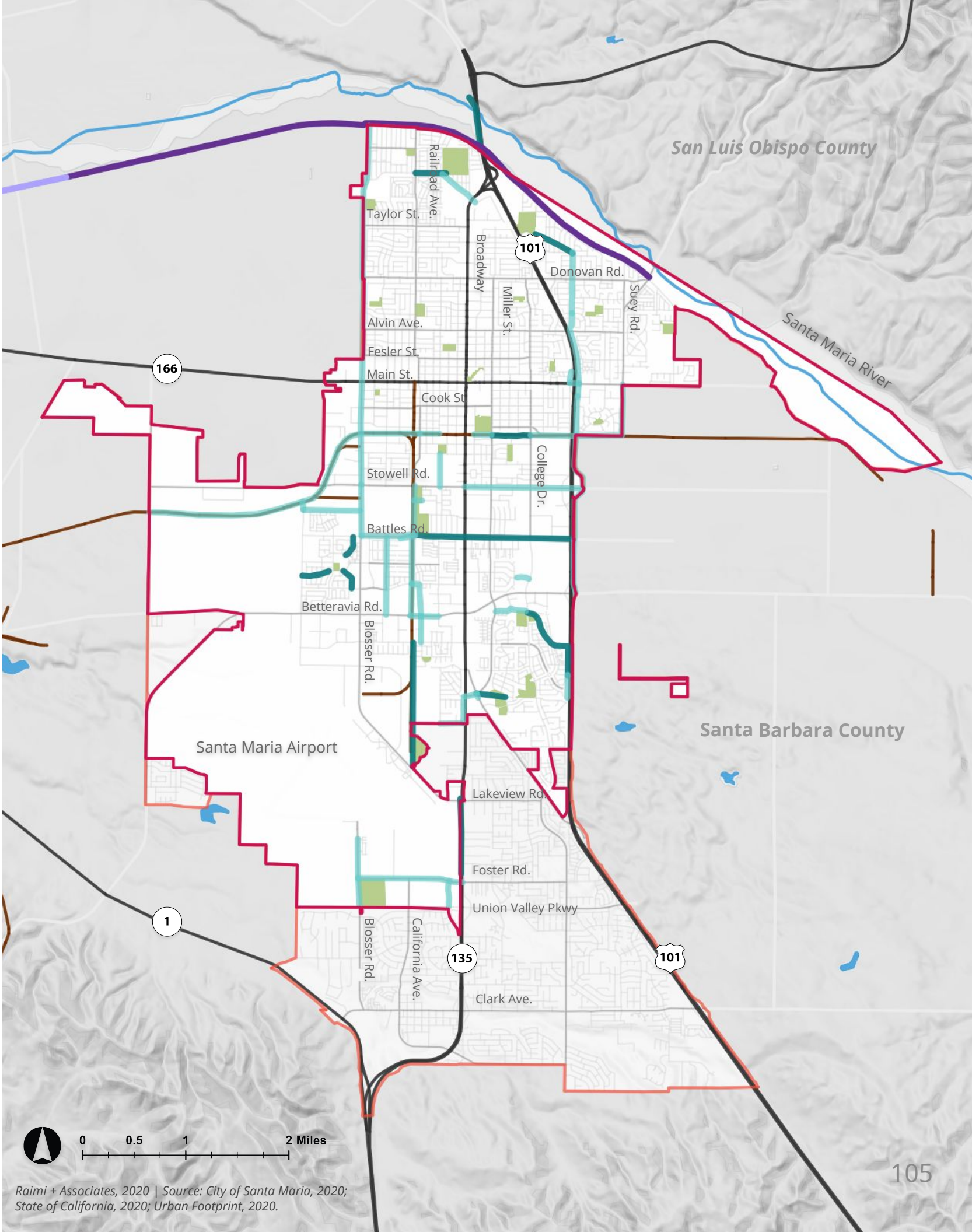
# Existing and Proposed Trails

## Legend

- City Limits
- Sphere of Influence
- Parks
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

## Trails

- Existing Levee Trail
- Existing Class I Paths
- Proposed Levee Trail
- Proposed Class I Paths



# Additional Parks, Recreation, Open Space, and Trails Issues and Opportunities

- **Other issues and opportunities identified in Leisure Needs Assessment and Action Plan:**
  - Since the 2016-2017 fiscal year, Department revenues have been decreasing while costs are increasing.
  - Safety and security at facilities
  - Need for improved Department outreach, including engagement of Hispanic and Latino communities, and spreading awareness of Department programs
  - Lack of art in public spaces
  - User fees and expenses can be a barrier to participation in recreational activities.
  - More programming - more special events to draw the community together, and more youth-focused programs
  - Upkeep of facilities and amenities
  - Santa Maria needs additional athletic fields and courts.
  - Repurposing existing facilities to better suit community needs



## **9. Public Facilities**

# Purpose and Overview

*This section of the Report describes public facilities, including schools and City facilities. Though the General Plan Update does not have jurisdictional authority over local schools, the General Plan Update will plan for growth and development over its 20 to 30 year horizon, which will affect population growth and the location of new facilities.*

## Schools

- **Facilities.** City residents are served by high-quality educational schools and educational resources. In addition to Orcutt Union School District (OUSD) and private schools, Santa Maria is home to the following public K-12 and college facilities:
  - Santa Maria-Bonita School District (SMBSD). This is the largest school district in Santa Barbara County, with about 16,900 students. Its system has seventeen elementary schools and four junior high schools (21 total schools) in Santa Maria.
  - Santa Maria Joint Union High School District (SMJUHSD). This district enrolls about 8,900 students in four high schools. Three high schools serve Santa Maria residents, as well as residents of Orcutt and other parts of unincorporated Santa Barbara County.
  - Allan Hancock College. Allan Hancock College is a public community college. It enrolls about 11,500 students across four campuses in more than 100 areas of study. Its main campus in Santa Maria is its largest.
- **Planned facilities**
  - Population growth has recently facilitated the need for more public schools. This includes Bill Libbon Elementary School, located at South College Drive and Meehan Street. This recently constructed facility is scheduled to open for the 2020 – 2021 school year.
  - In addition, a Fine Arts Complex at Allan Hancock College is scheduled to open in 2021.
- **Walkable Access.** As shown in the Figure in the next slide,, about 19 percent of residents live within a five-minute walk of a school. Improvements to the sidewalk and trail network could make walking to schools safer and more convenient for children.

*Sources: Allan Hancock College, 2020; Santa Maria-Bonita School District, 2020; Santa Maria Joint Union High School District, 2020.*



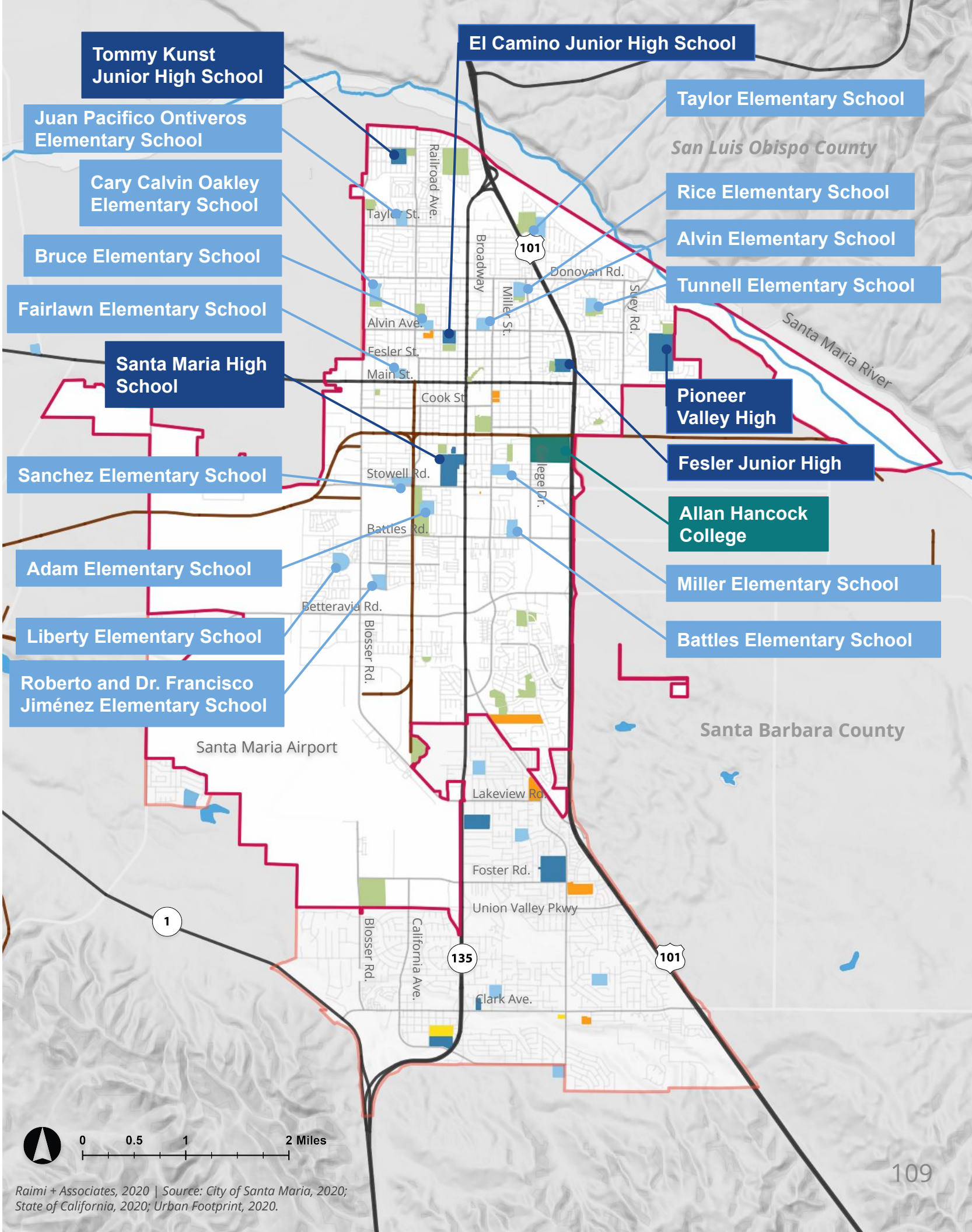
# Schools

## Legend

- City Limits
- Sphere of Influence
- Parks
- Water
- Railroads
- Freeways/Highways
- Major Streets
- Local Streets

## Schools

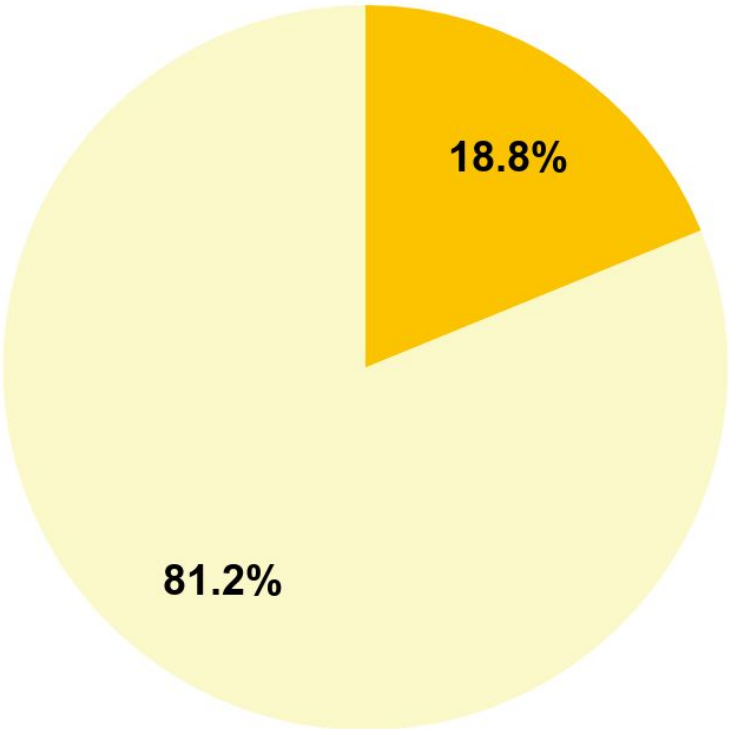
- Public High School and Junior High School
- Public Elementary School
- Charter School
- Private School
- Community College





# Access to Schools

● Population within 5min Walk to Schools    ● Population beyond 5min Walk to Schools

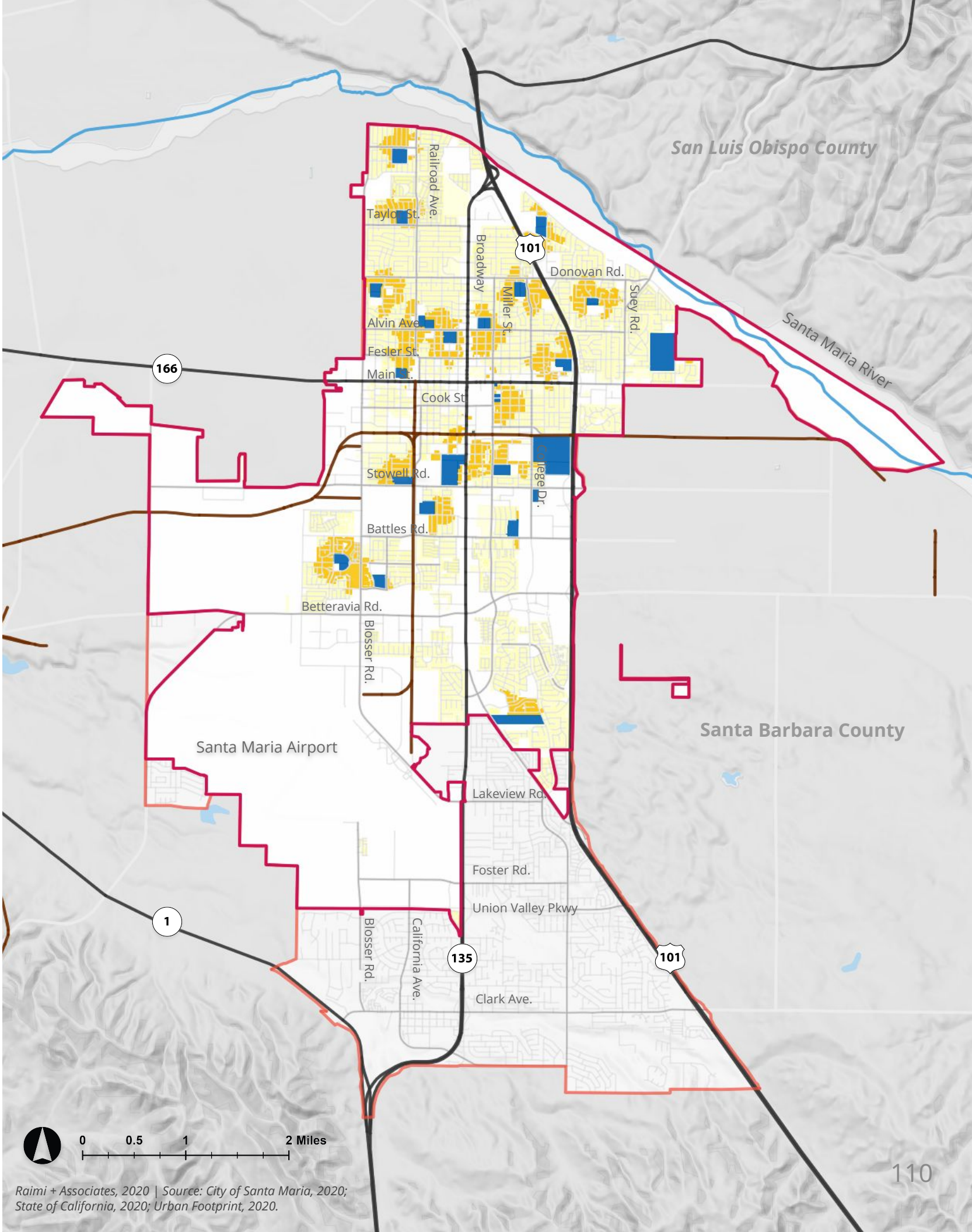


### Legend

- City Limits
- Sphere of Influence
- Schools
- Water
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### Walking Access to Schools

- Residential Area within 5min
- Residential Area beyond 5min





# Public Facilities

- **Public facilities.** Public facilities are government-owned buildings and properties that house governmental offices and services. Most public facilities in Santa Maria are managed by the City's Department of Public Works, which is responsible for the design of public facilities, ensuring proper installation of public improvements, and providing custodial services to City facilities. Many public facilities are clustered in Downtown Santa Maria. See the next slide for a table and map of public facilities in Santa Maria.
- **Libraries.** There are five libraries in the Santa Maria Public Library System. The main location is in the City of Santa Maria, and other branches are in Orcutt, Los Alamos, Cuyama, and Guadalupe. Together, they serve about 155,000 residents in Santa Maria and nearby rural communities. The Santa Maria Public Library System debuted a new bookmobile in August 2020 that provides mobile access to library services, including books, Chromebooks, and WiFi.
  - **Library service.** The General Plan Resources Management Element establishes library service standards of 0.5 square feet of library space per capita or 1.5 to 2.0 volumes per capita. The City of Santa Maria's library is about 60,000 square feet. With a population of about 107,400, in 2020, the ratio is .56, exceeding the service standard. The total library system has a population of about 155,000 people and about 381,500 books, audio materials, ebooks, magazine subscriptions, and video materials, resulting in a ratio of about 2.5 volumes per capita.
- **Deficiencies/improvements.** Per the City's Capital Improvement projects list, a number of buildings are in need of improvements. These include the City's Attorney's office, which is in need of a new roof, and City Hall and Council Chambers, which are in need of security improvements.
- **Planned facilities.** Capital projects identified in the 2018-2020 budget provide an indication as to the planned projects for 2020-21. The City plans to construct a recycling education/sustainability center.

*For information about fire and police services in Santa Maria, refer to the Environmental Background Report.*

# Public Facilities

Name	Address	Agency
City Attorney/Code Compliance	204 E. Cook St.	City of Santa Maria
City Hall	110 E. Cook St.	City of Santa Maria
Library (Santa Maria)	421 S. McClelland St.	City of Santa Maria
Library (Orcutt Branch)	175 S. Broadway	City of Santa Maria
Newlove Community Building	1619 S. Thornburg	City of Santa Maria
Parks and Recreation Storage and Yard	622 S. McClelland St.	City of Santa Maria
Public Works Operations	810 W. Church St.	City of Santa Maria
Recreation and Parks Office	615 S. McClelland St.	City of Santa Maria
Ruffoni Building (Community Development, Engineering)	110 S. Pine St.	City of Santa Maria
Santa Barbara County Government Building	921 W. Foster Rd.	Santa Barbara County
SMAT Operations Facility	1303 Fairway Dr.	City of Santa Maria
Utilities Department	2065 E. Main St.	City of Santa Maria
Wastewater Treatment Plant	601 Black Rd.	City of Santa Maria

*Source: City of Santa Maria, 2020.*

**Legend**

City Limits

Sphere of Influence

Parks

Water

Railroads

Freeways/Highways

Major Streets

Local Streets

**Public Facilities**

City Facilities

