imagine

Santa Maria General Plan

Subarea Existing Conditions Report

December 2020

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1. Introduction and Overview

Subarea Analysis

- **Purpose.** As noted in the Land Use and Community Design Existing Conditions Report (LUCD ECR), the General Plan Land Use Element will develop goals, policy direction, and implementation actions for subareas of the Planning Area, including both the city and the Sphere of Influence. The focus in some areas will be preservation or enhancement, while others are likely to see incremental or transformational change. To establish a baseline, this Subarea Existing Conditions Report provides a high-level overview of the general character of subareas throughout the Planning Area. This report is not intended to be a detailed analysis of each subarea.
- **Report Overview**
  - **Section 1: Subarea Boundaries**. The remaining slides in Section 1 introduce the subarea boundaries.
  - **Section 2: Key Subarea Characteristics**. Section 2 includes high-level summaries of key characteristics of each of the ten subareas, based on the figures and tables in Sections 3 and 4.
  - **Sections 3 and 4: Figures and Tables**. The remaining two sections are simply a sequence of figures and tables that compare and contrast the subareas with each other and when appropriate the rest of the city, the county, and the state. High-level observations about the characteristics of each subarea relative to others are limited to Section 2.
    - **Section 3: Settlement Patterns and Land Use**. Section 3 profiles and compares subareas by the following characteristics:
      - Year Built - the year in which residential dwellings were built, which can correlate with housing type, design, and condition
      - Existing Land Use - the current use of the land on each parcel (i.e., open space, public, residential, commercial, and industrial)
      - Population Density - the number of residents per acre, which is a function of both the mix of land uses and the density of the housing
      - Dwelling Units - the number of single- or multi-unit residential dwellings, which provides some insight into the distribution of housing among subareas
      - Jobs - the number of jobs located in an area, which provides insight into the distribution of job centers
      - Intersection Density - the number of roadway intersections per square mile, which is a proxy for the ease of navigability by foot, bike, or car within an area
      - Walk Access to Parks and Retail - the percent of the area's population within a 5 minute walk to parks or retail stores
      - Park Acreage per 1,000 - the acreage of City parks divided by the thousands of residents in the area.

(continued on the next slide)

Subarea Analysis (continued)

- **Section 4: Socio-economic Characteristics**. Section 4 profiles and compares subareas by the following demographic characteristics:
  - Percent of Residents under 18 Years Old - the number of residents in the area who are under 18 years of age (one of the more vulnerable age groups), relative to the total population of the area
  - Percent of Residents over 65 Years Old - the number of residents in the area who are over 65 years of age (one of the more vulnerable age groups), relative to the total population of the area
  - Median Household Income - the household income amount that divides the households in the area into two equal parts, one-half falling below the median income and one-half above the median
  - Poverty Status - a family is considered to be in poverty if its income is below the income threshold established by the Office of Management and Budget's (OMB), which varies with the family size and composition
  - Percent without High School Education - the number of residents who did not complete high school, relative to the total population of the area, which provides insight into workforce characteristics and economic opportunity
  - Percent Hispanic or Latino - the number of residents who identify as Hispanic or Latino, relative to the total population of the area.
- Notes:
  - Not all data are available for the entire Planning Area. Some are limited to areas within city limits.
  - When subarea characteristics are compared to "city" characteristics in charts, "city" refers to the area within city limits and does not include portions of subareas in the Sphere of Influence.

Subarea Boundaries

- Though the City's quadrants are sometimes used as points of reference, the quadrants are too large for the purposes of this analysis. Therefore, a set of ten smaller subareas was identified.
- The map on the next slide shows the subarea boundaries and numbers. The boundaries of the ten subareas were defined based on:
  - **Census Tract Boundaries**. Much of the data used throughout the planning process is from the Census, and the largest sets of highest quality data are available at the Census Tract level, so numbered subarea boundaries follow Tract boundaries.
  - **Physical Barriers**. US-101, other major roadways, railroad tracks, and other physical features serve as natural boundaries between some subareas.
  - **Input from City staff and the Technical Advisory Committee**, who identified the following types of distinguishing features:
    - Defining roadways and highways
    - Annexation and development periods
    - Neighborhoods with distinct character
    - Parks, schools, and other destinations that serve as focal points.
- Notes:
  - City and Sphere of Influence boundaries do not align perfectly with Census Tract boundaries. Those areas where they are inconsistent are identified with letters. In subarea 3, because it is such a large Census Tract and includes both developed and undeveloped areas, additional lettered areas were identified to support analysis that is specific to different types of development patterns.
  - Similarly, though the City landfill in the northeast finger of the city is not populated, it is part of Census Tract 22.11, so it is included in Subarea 9. On the other hand, the wastewater treatment plant in the small westernmost finger of the city is the only portion of the city in Census Tract 25.02 and is not part of a subarea.

Subareas

Legend

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

Sub Areas

- Sub Area 1a
- Sub Area 1b
- Sub Area 2a
- Sub Area 2b
- Sub Area 2c
- Sub Area 3a
- Sub Area 3b
- Sub Area 3c
- Sub Area 4
- Sub Area 5
- Sub Area 6
- Sub Area 7
- Sub Area 8
- Sub Area 9
- Sub Area 10a
- Sub Area 10b

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

2. Key Subarea Characteristics

Key Characteristics of Each Subarea

- **Subarea 1**. This area is in the southeastern corner of the Planning Area and is bounded by US-101, Betteravia Road, Broadway Street, and Lakeview Road. This is one of the more recently developed areas in the city. Though dominated by varied types of residential, it has a broad diversity of land uses, particularly commercial along the Broadway and Betteravia corridors. Though it has average intersection density, the area has below average walkable access to retail. Residents in the area have above-average incomes.

- **Subarea 2**. This area is in the southwestern corner of the Planning Area and is bounded by Betteravia, Broadway, and the southern and southweststern borders of the Planning Area. The heart of the area is the Santa Maria Public Airport, and land use is otherwise dominated by industrial uses, agriculture, and vacant land. This a jobs center with very low population density, with the exception of the denser, largely Hispanic/Latino community in the Sphere of Influence in the southwestern corner. The area has below average walkable access to retail and above-average incomes.

- **Subarea 3**. This area is in the midwestern section of the Planning Area and is roughly bounded by Broadway, Stowell Road, Betteravia, and the western city border. The area west of Depot Road is one of the more recently developed areas in the city, including new housing. Agriculture, vacant land, and industrial operations dominate land uses in the western portion of the area and north of Stowell, so the subarea is a jobs center with relatively low population density. There is also commercial along the Broadway corridor and mixed-density residential west of Broadway, between Betteravia and A Street. The communities in the area have below average walkable access to retail. The area also has some of the highest percentages of children, Hispanic/Latino residents, people living in poverty, and residents who didn't graduate from high school.

- **Subarea 4**. This area is in the mideastern section of the city and is bounded by US-101, Stowell, Broadway, and Betteravia. It has a very diverse mix of public, residential, and commercial uses as well as large vacant areas, and despite below-average intersection density, its residents have some of the easiest walkable access to retail. The area has above-average poverty rates.

- **Subarea 5**. This area is in the western downtown and is bounded by Blosser Road, Stowell, Broadway, and Alvin Avenue. This is one of the oldest areas in the city and is mostly higher-density single- and multi-family residential, with many people in relatively fewer homes. There are also commercial uses along Main, and industrial uses near the railroad. This is one of two areas in the city where less than half the residents are an easy walk from a park, but due in part to above-average intersection density, its residents have some of the easiest walkable access to retail. This area has some of the highest percentages of children, Hispanic/Latino residents, people living in poverty, and residents who didn't graduate from high school.

Key Characteristics of Each Subarea (continued)

- **Subarea 6**. This area is in the eastern downtown and is bounded by US-101, Stowell, Broadway, and Alvin. This is another of the oldest areas in the city. Though dominated by single- and multi-family residential, it also has a mix of public uses (the civic center and Hancock College) as well as the Town Center Mall and commercial along the Main corridor. The area has above-average intersection density, so residents have some of the easiest walkable access to retail. It is also a jobs center with high poverty rates.

- **Subarea 7**. This area is in the northwestern corner of the city and is bounded by Blosser, Broadway, Alvin, and the levee. With the exception of commercial uses along the Broadway corridor, this area is mostly residential, with many people in relatively fewer homes. This area has below average walkable access to retail. It also has some of the highest percentages of Hispanic/Latino residents, above-average poverty rates, and above-average rates of residents who didn't graduate from high school.

- **Subarea 8**. This area is in the mid-northern section of the city and is bounded by US-101, Broadway, and Alvin. With the exception of the commercial uses along the Broadway corridor and the light industrial uses near US-101, the area has a high population density, with many people in relatively fewer homes. This is one of two areas in the city where less than half the residents are an easy walk from a park. This area has above-average poverty rates and some of the highest percentages of children and Hispanic/Latino residents.

- **Subarea 9**. This is the northeastern part of the city on the east side of US-101. With the exception of some concentrated industrial areas and public uses, the area is dominated by residential development, and the area has one of the city's lowest population densities. The area has below average walkable access to retail, above-average incomes, and one of the highest percentages of seniors.

- **Subarea 10**. This area is mostly outside the City limits, in Orcutt. It is one of largest subareas and features pockets of recent development within areas dating back to the 1960s through 1980s. The area is mostly residential, with relatively fewer non-residential uses and jobs. The area has below average walkable access to retail, the highest incomes, one of the highest percentages of seniors, and one of the lowest percentages of Hispanic/Latino residents in the area.

3. Settlement Patterns and Land Use

Year Built (Residential Only)

Sub Area	Average Year Built
1	1996
2	1986
3	1997
4	1985
5	1953
6	1952
7	1980
8	1969
9	1985
10	2007

Legend

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

Year Built

- 1887 - 1900
- 1900 - 1910
- 1910 - 1920
- 1920 - 1930
- 1930 - 1940
- 1940 - 1950
- 1950 - 1960
- 1960 - 1970
- 1970 - 1980
- 1980 - 1990
- 1990 - 2000
- 2000 - 2010
- 2010 - 2020
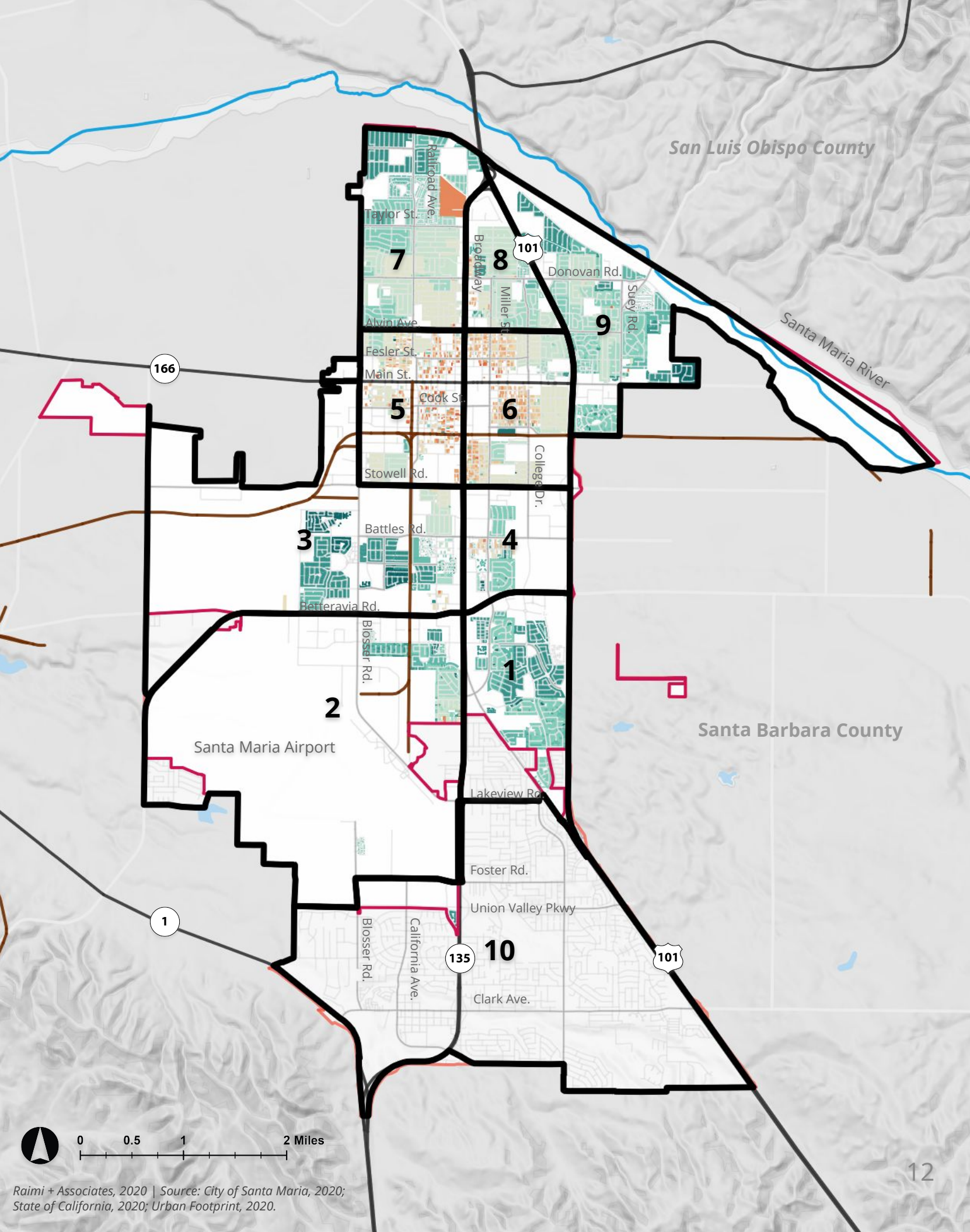
Raimi + Associates, 2020 | Source: City of Santa Maria, 2020; State of California, 2020; Urban Footprint, 2020.

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Existing Land Use

Existing Land Use Types

Conservation and Agricultural
- Agriculture
- Water

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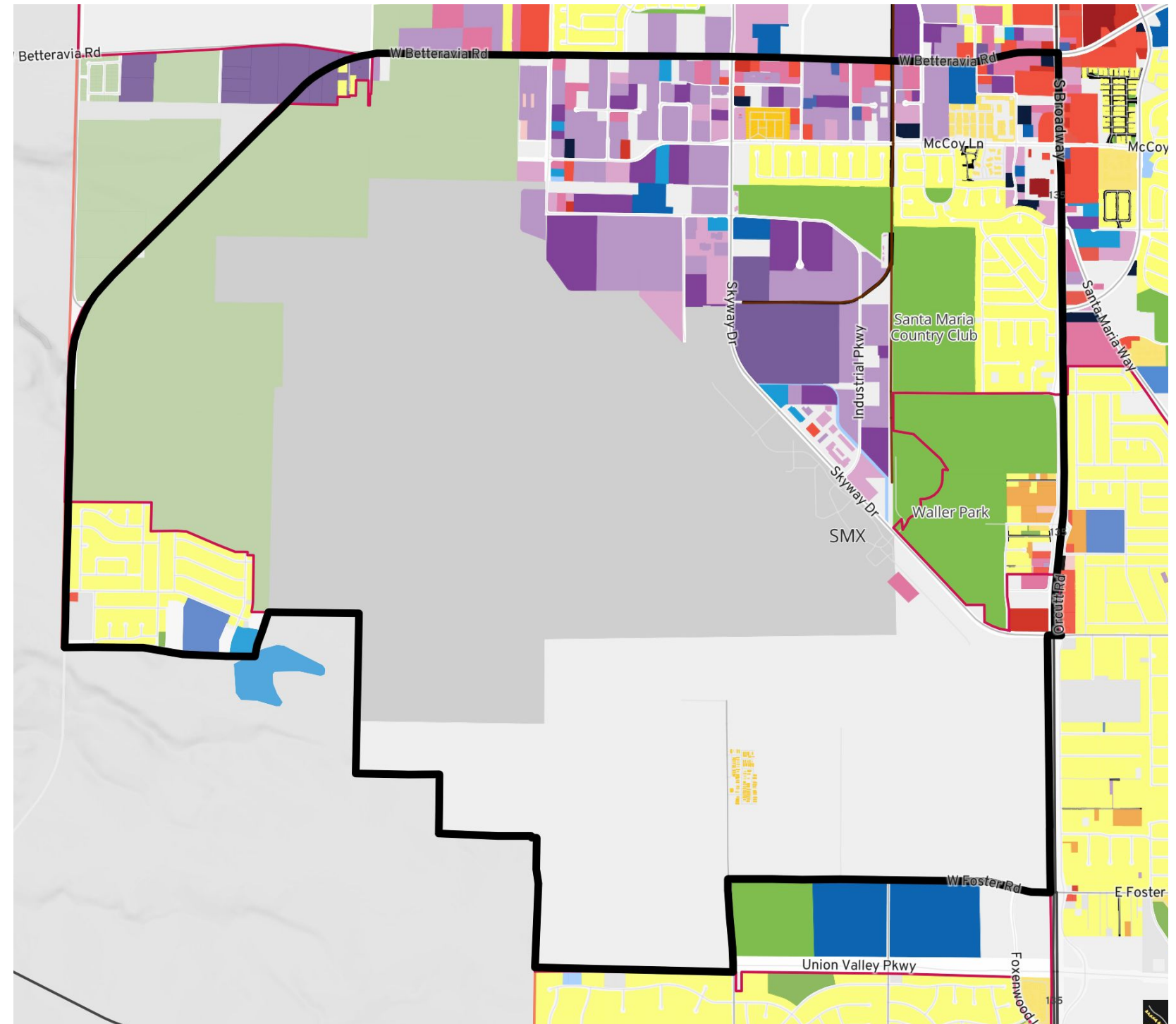- Right of Way
- Service Station
- Vacant

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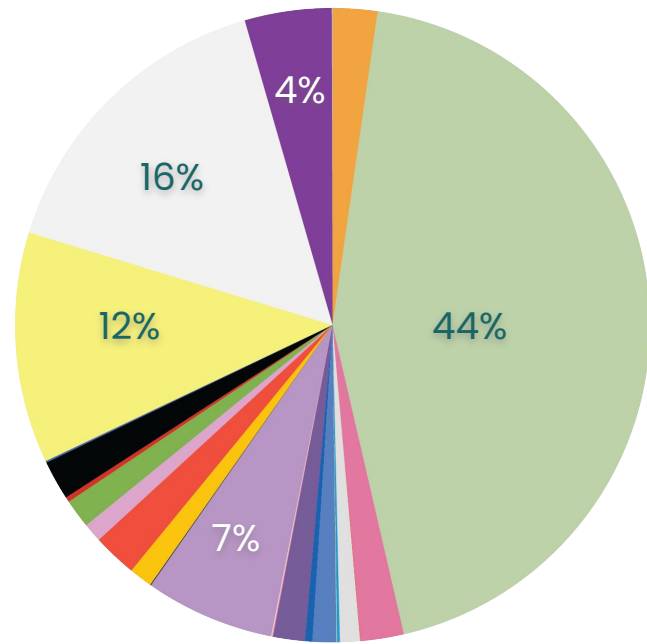- Condominiums
- Mobile Home
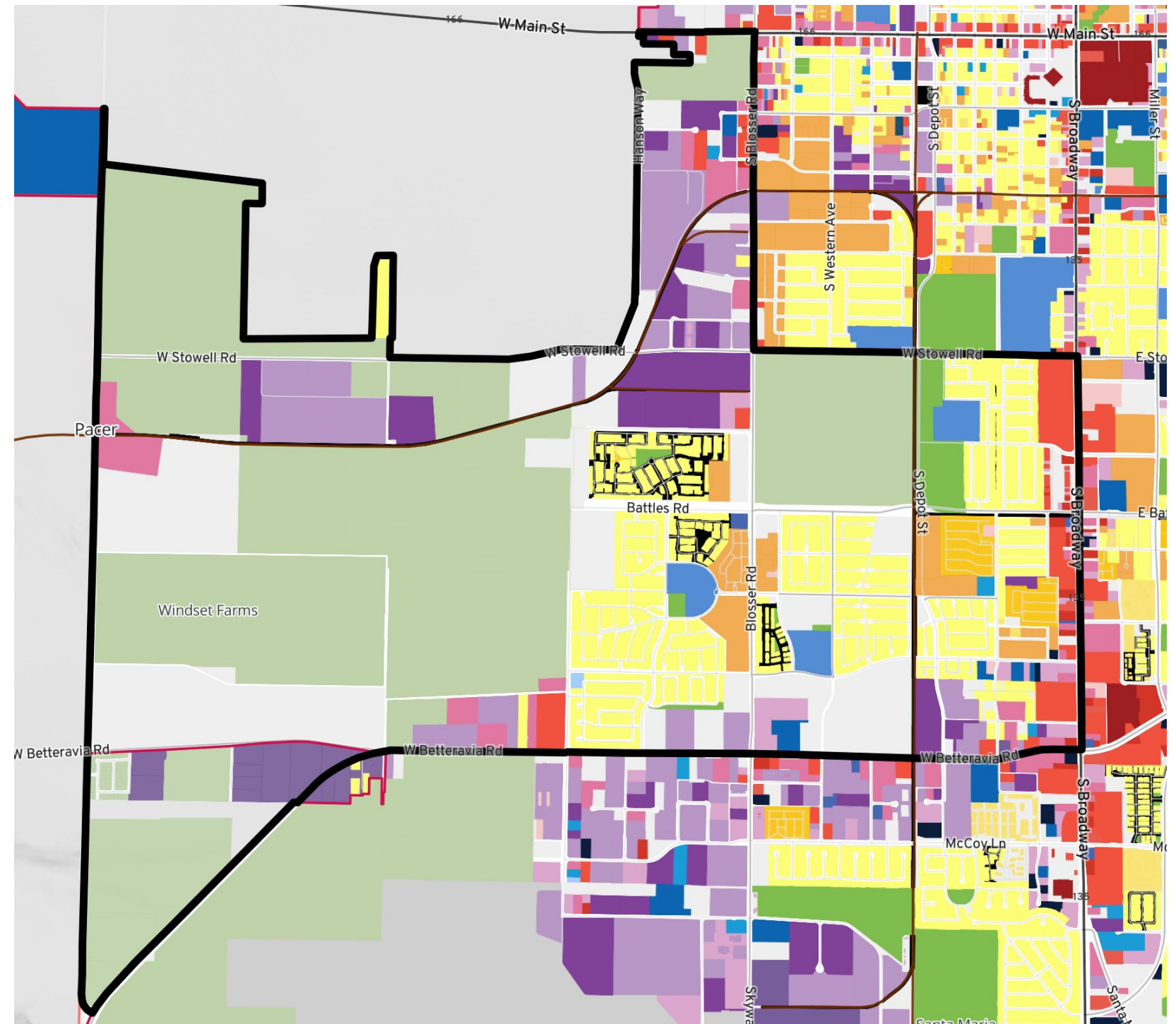- Single-family Dwellings

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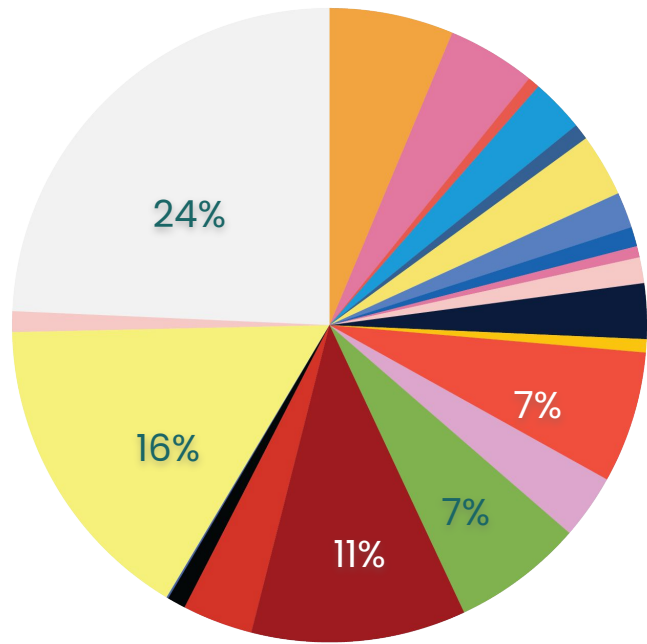- Regional Commerce
- Restaurants
- Theater

Industrial
- Light Industry
- Heavy Industry
- Warehouse
- Airport

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

San Luis Obispo County
Santa Maria River
Santa Barbara County
Santa Maria Airport

0   0.5   1   2 Miles

Existing Land Use by Subarea
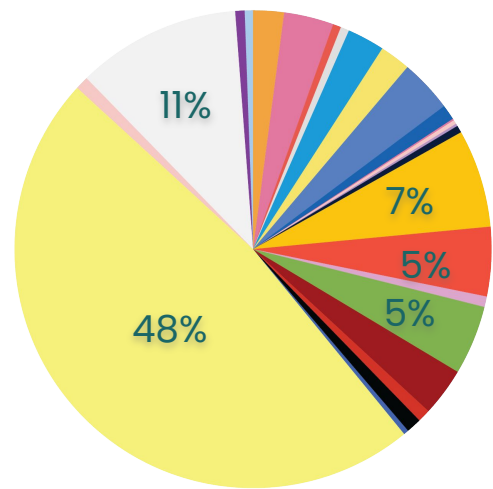
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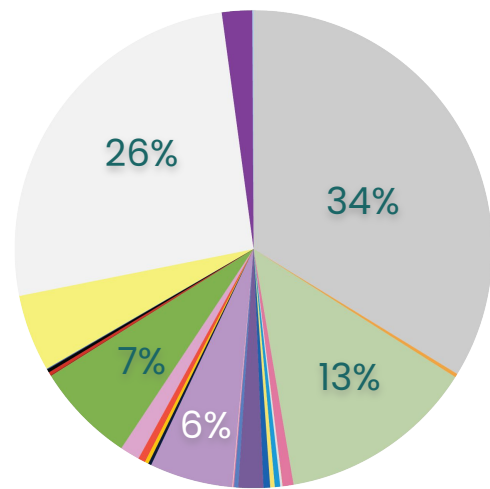
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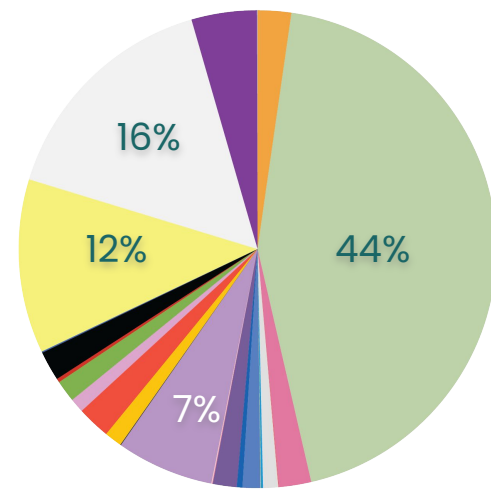
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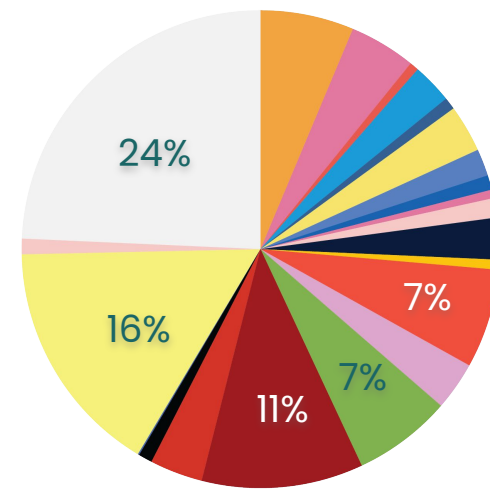
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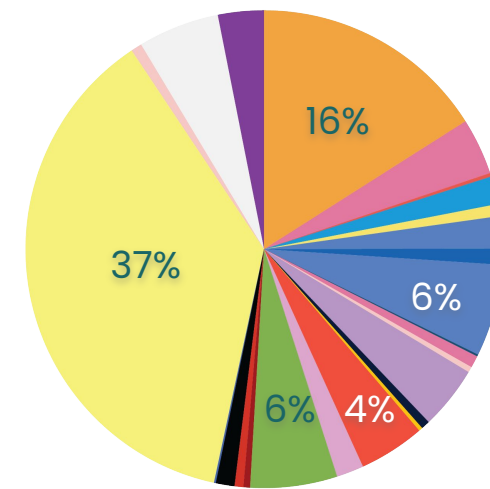
Sub Area 5

Sub Area 6

Sub Area 7

Sub Area 8

Sub Area 9

Sub Area 10

Legend:

Agriculture	Church	Hospital	Apartments	Bank	Restaurants
Water	College/Universities	Medical Office	Condominiums	Indoor Recreation	Theater
Airport	Government Office	Parks and Recreation	Mobile Home	Neighborhood Commerce	Light Industry
Right of Way	Elementary School	Service Station	Single-family Dwellings	Office	Heavy Industry
Vacant	High School	Auto Service and Sales	Hotel/Motel	Regional Commerce	Warehouse

*The existing land use data in the SOI (Subarea 10) is not verified by the City.

Existing Land Use: Subarea 1
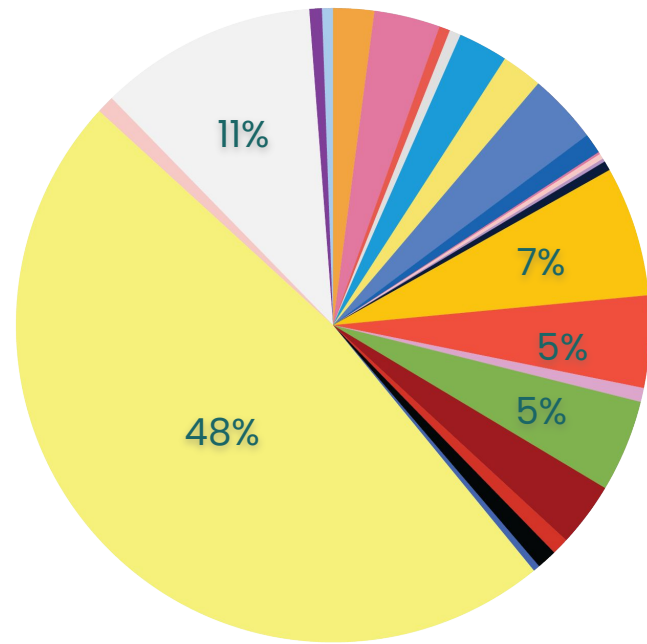
Top Five Existing Uses:
1. Single-family Dwellings (48%)
2. Vacant (11%)
3. Mobile Home (7%)
4. Parks and Recreation (5%)
5. Neighborhood Commerce (5%)

Existing Land Use Types

Conservation and Agricultural
- Agriculture
- Water

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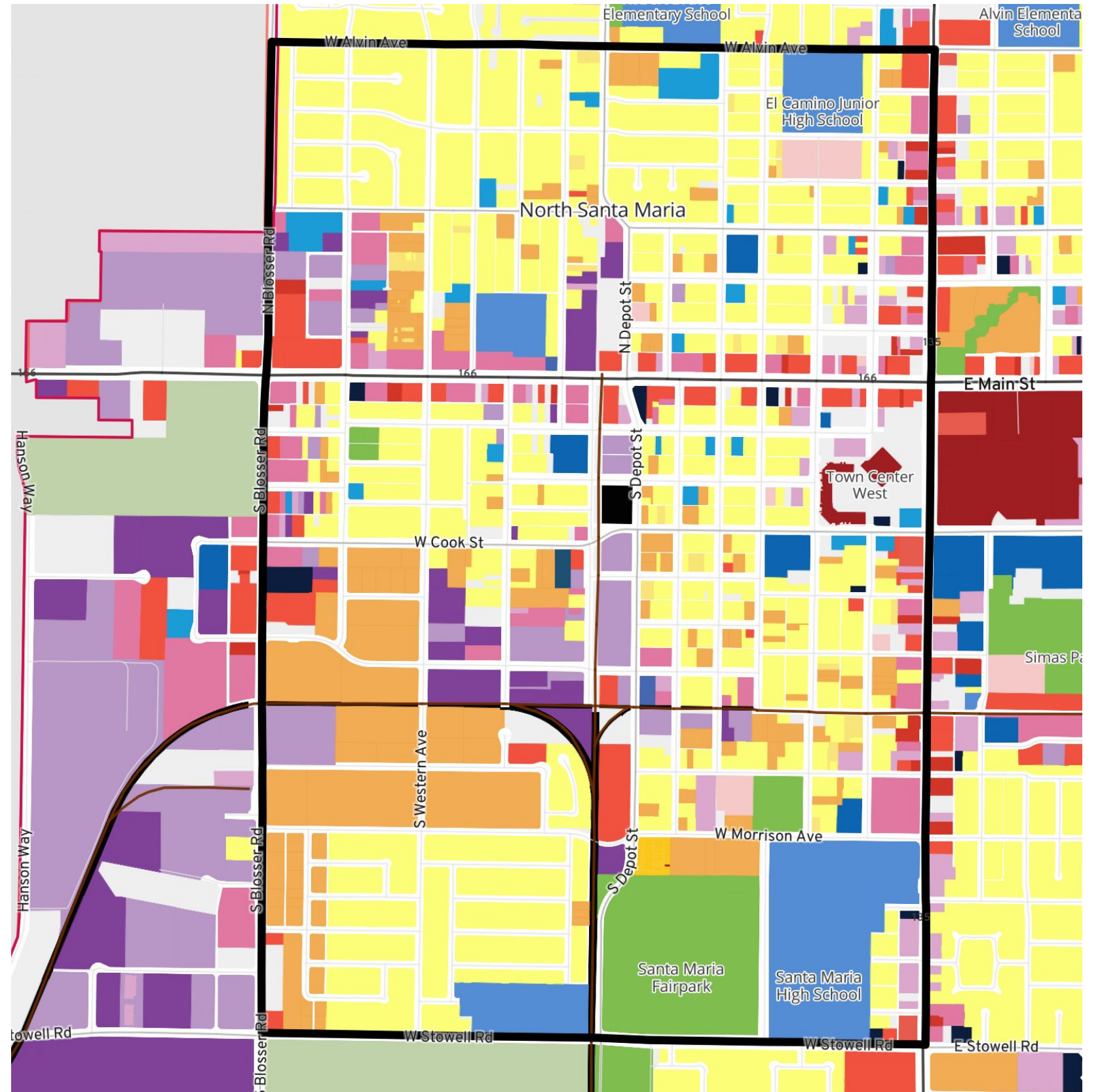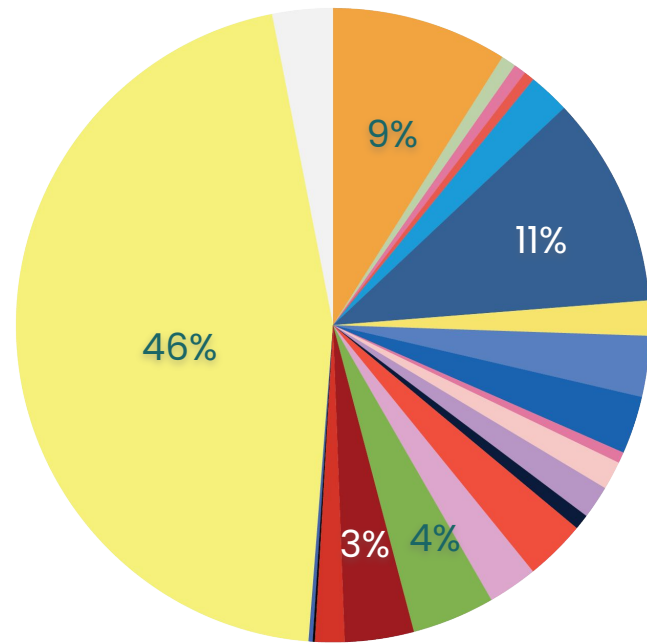- Parks and Recreation
- Right of Way
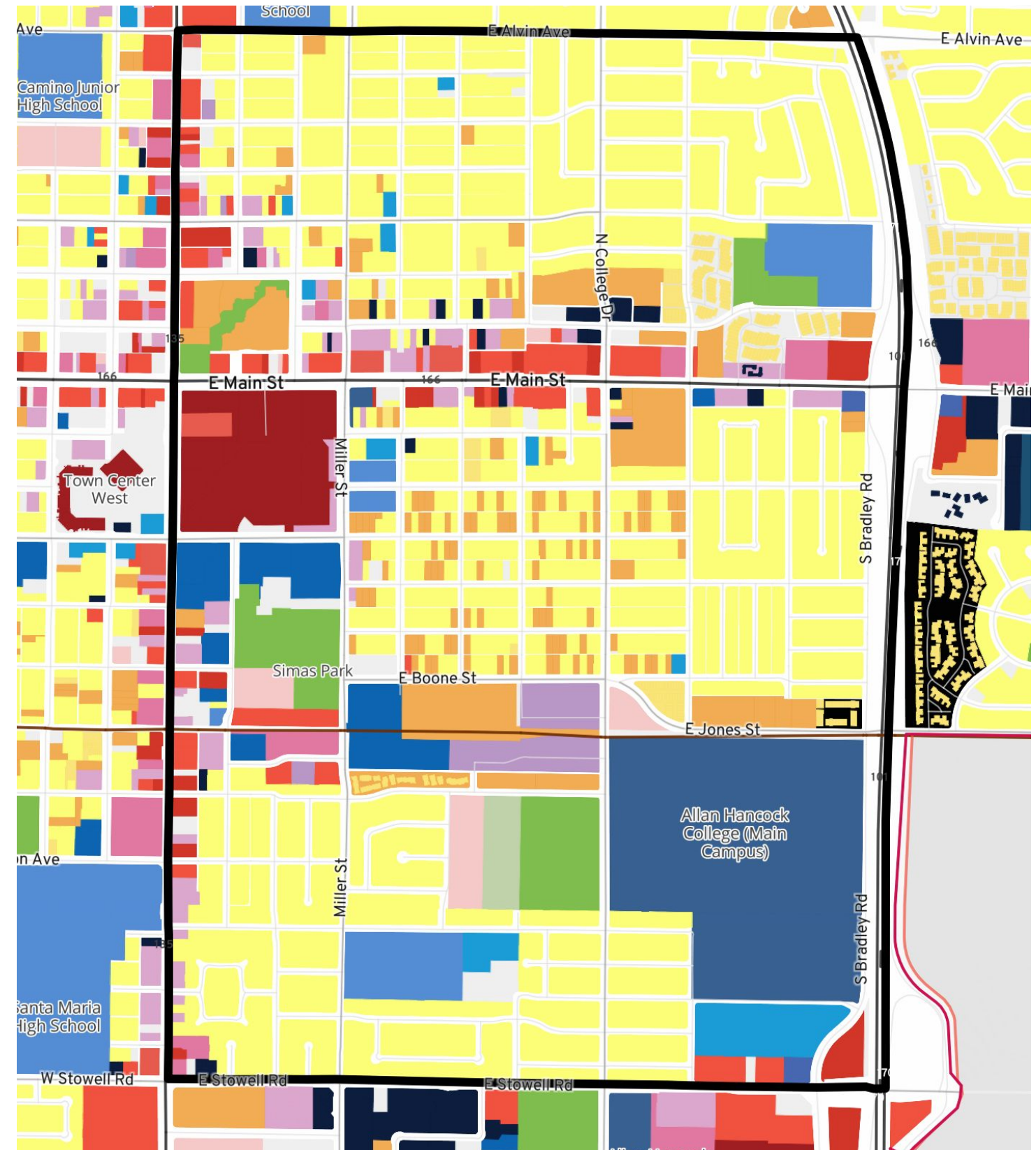- Service Station
- Vacant

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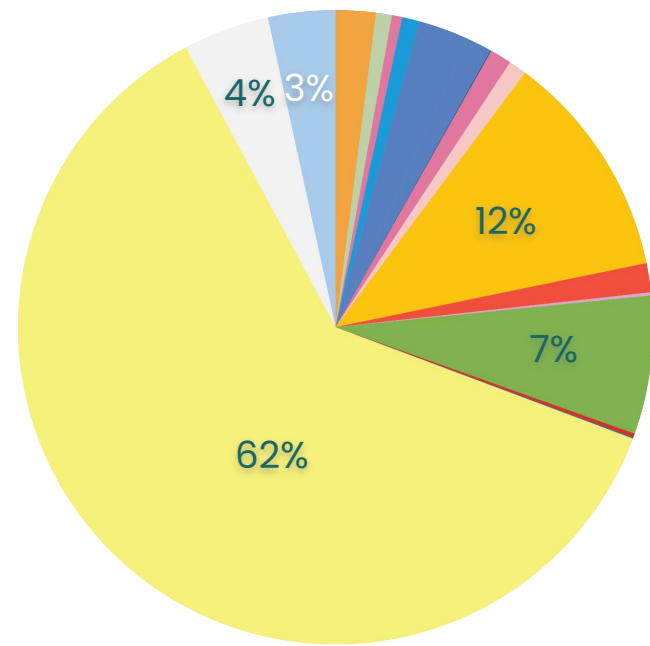- Single-family Dwellings

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

Industrial
- Light Industry
- Heavy Industry
- Warehouse
- Airport

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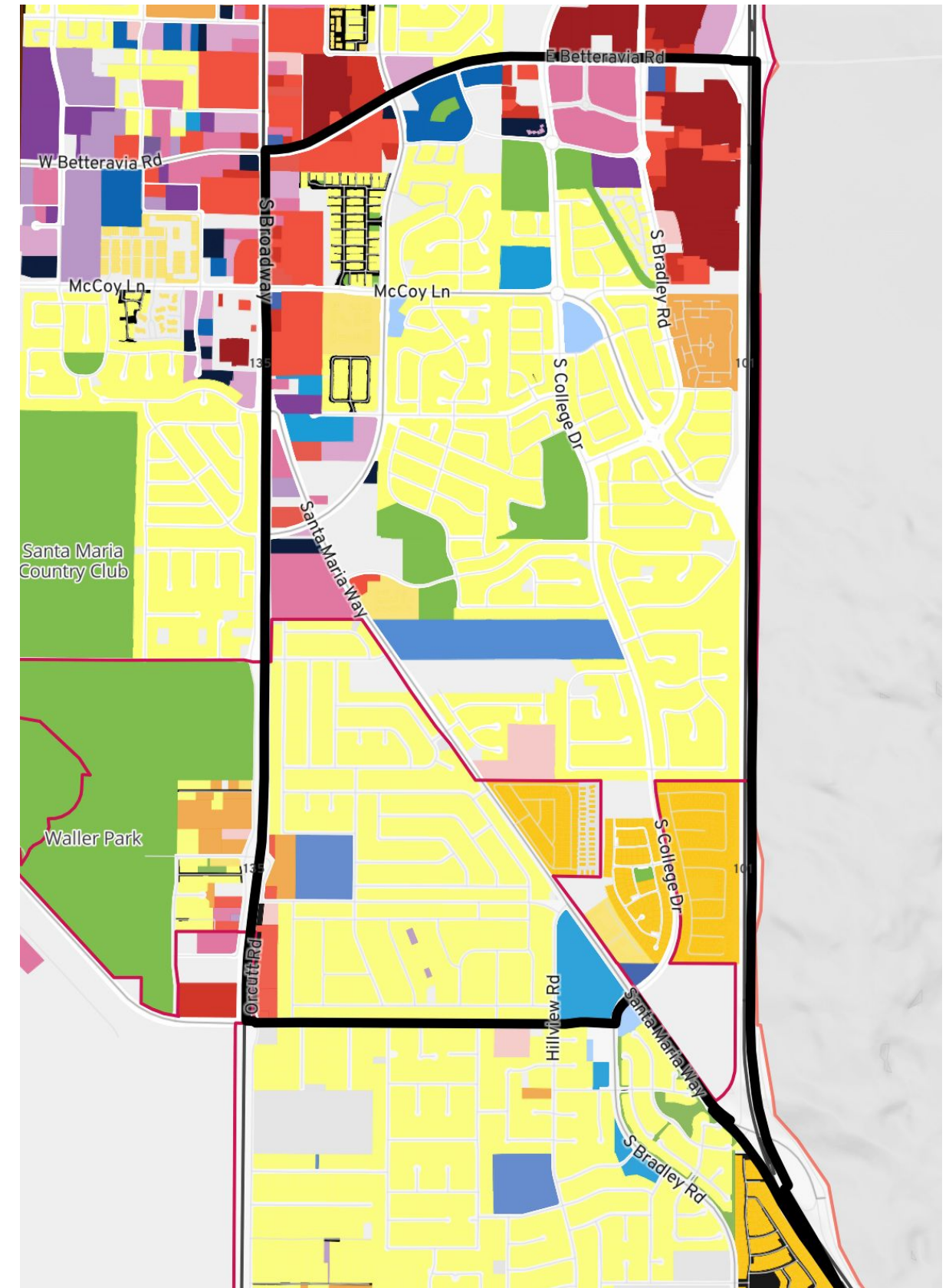
Existing Land Use: Subarea 2
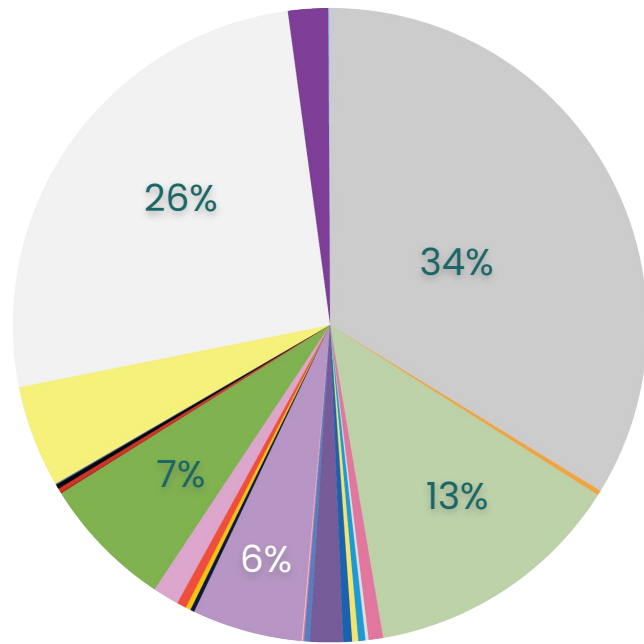
Top Five Existing Uses:
1. Airport (34%)
2. Vacant (26%)
3. Agriculture (13%)
4. Parks and Recreation (7%)
5. Light Industry (6%)

Existing Land Use Types

Conservation and Agricultural
- Agriculture
- Water

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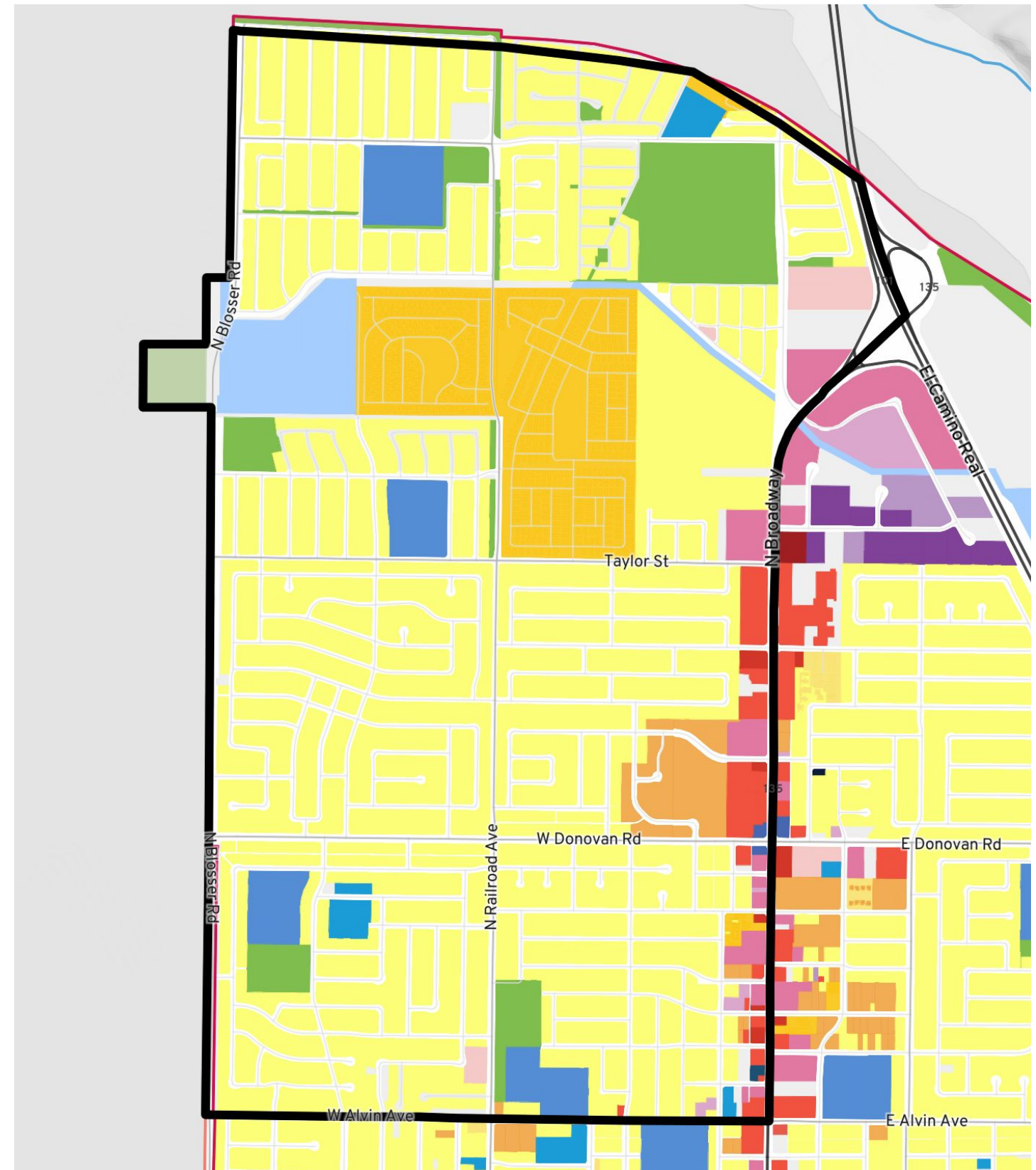- Service Station
- Vacant

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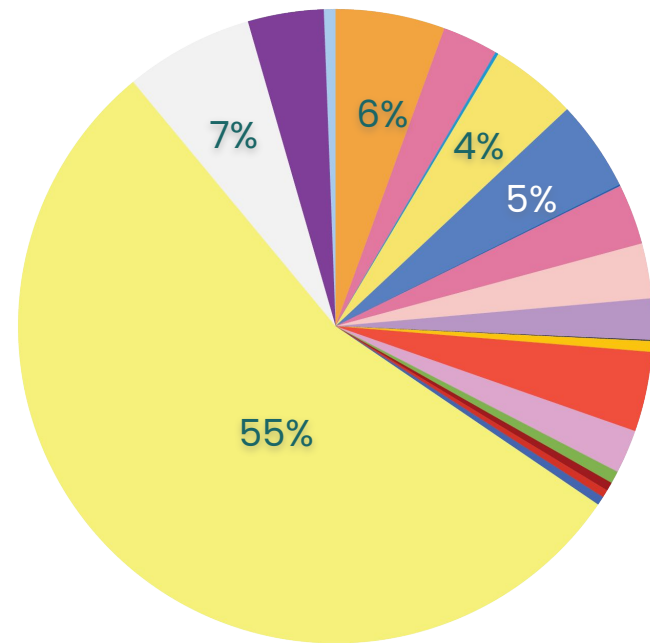- Single-family Dwellings

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

Industrial
- Light Industry
- Heavy Industry
- Warehouse
- Airport

Existing Land Use: Subarea 3

Top Five Existing Uses:
1. Agriculture (44%)
2. Vacant (16%)
3. Single-family Dwellings (12%)
4. Light Industry (7%)
5. Warehouse (4%)

Existing Land Use Types

Conservation and Agricultural
- Agriculture
- Water

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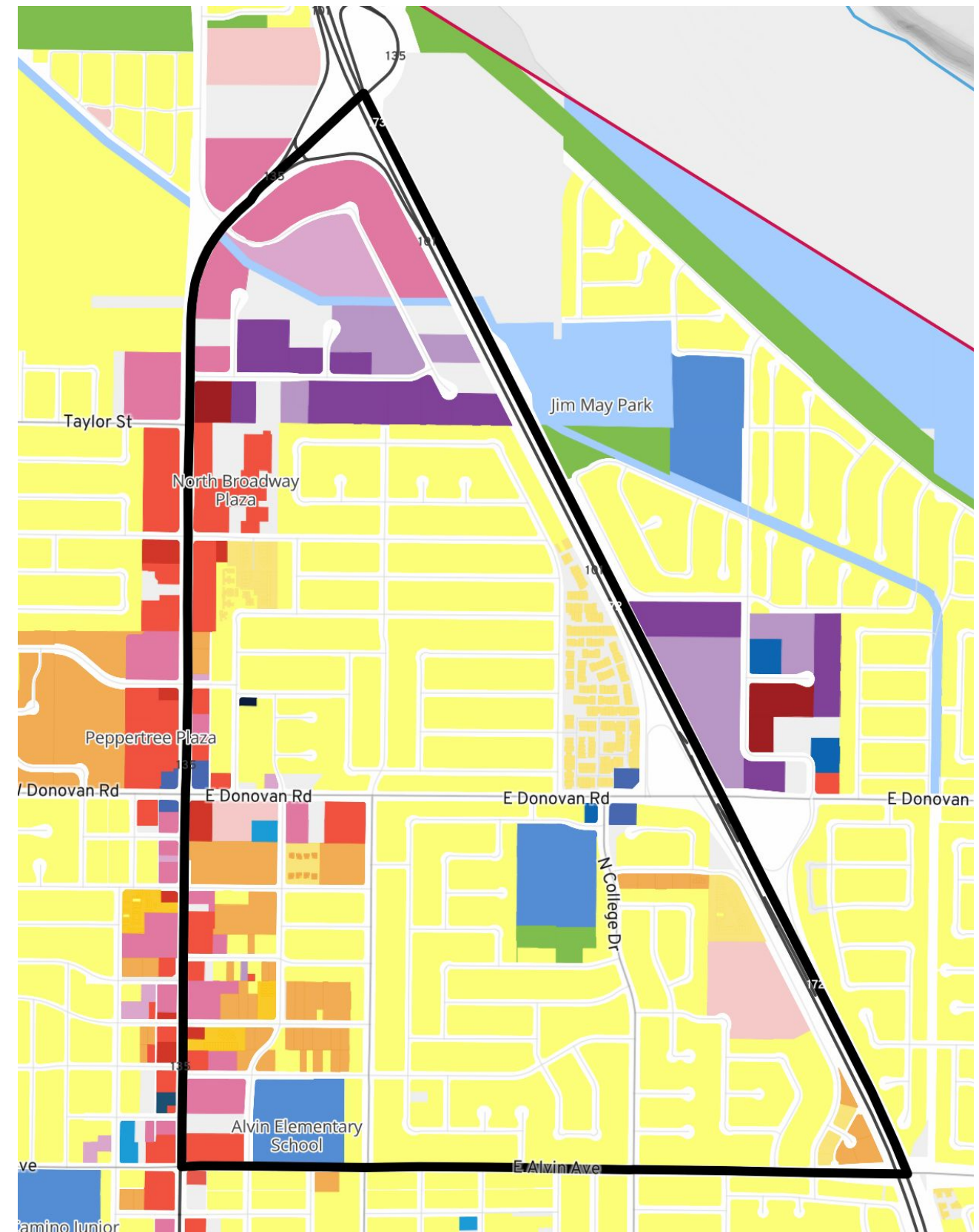- Right of Way
- Service Station
- Vacant

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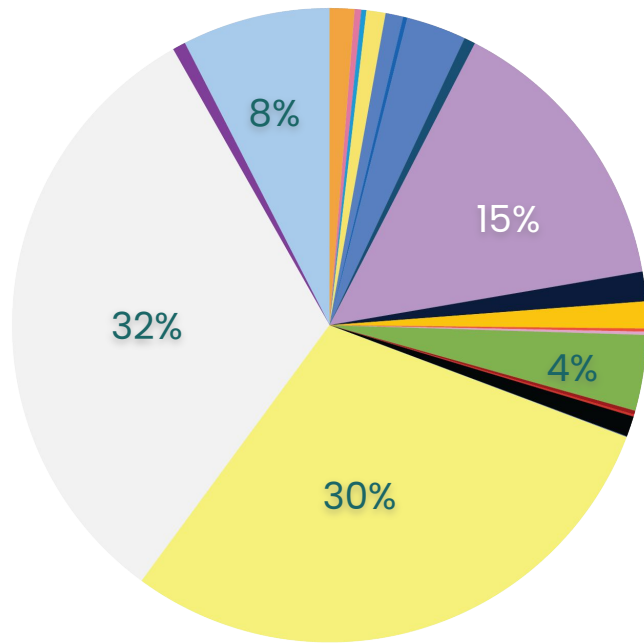- Single-family Dwellings

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

Industrial
- Light Industry
- Heavy Industry
- Warehouse
- Airport

Existing Land Use: Subarea 4

Top Five Existing Uses:
1. Vacant (24%)
2. Single-family Dwellings (16%)
3. Regional Commerce (11%)
4. Neighborhood Commerce (7%)
5. Parks and Recreation (7%)

Existing Land Use Types

Conservation and Agricultural
- Agriculture
- Water

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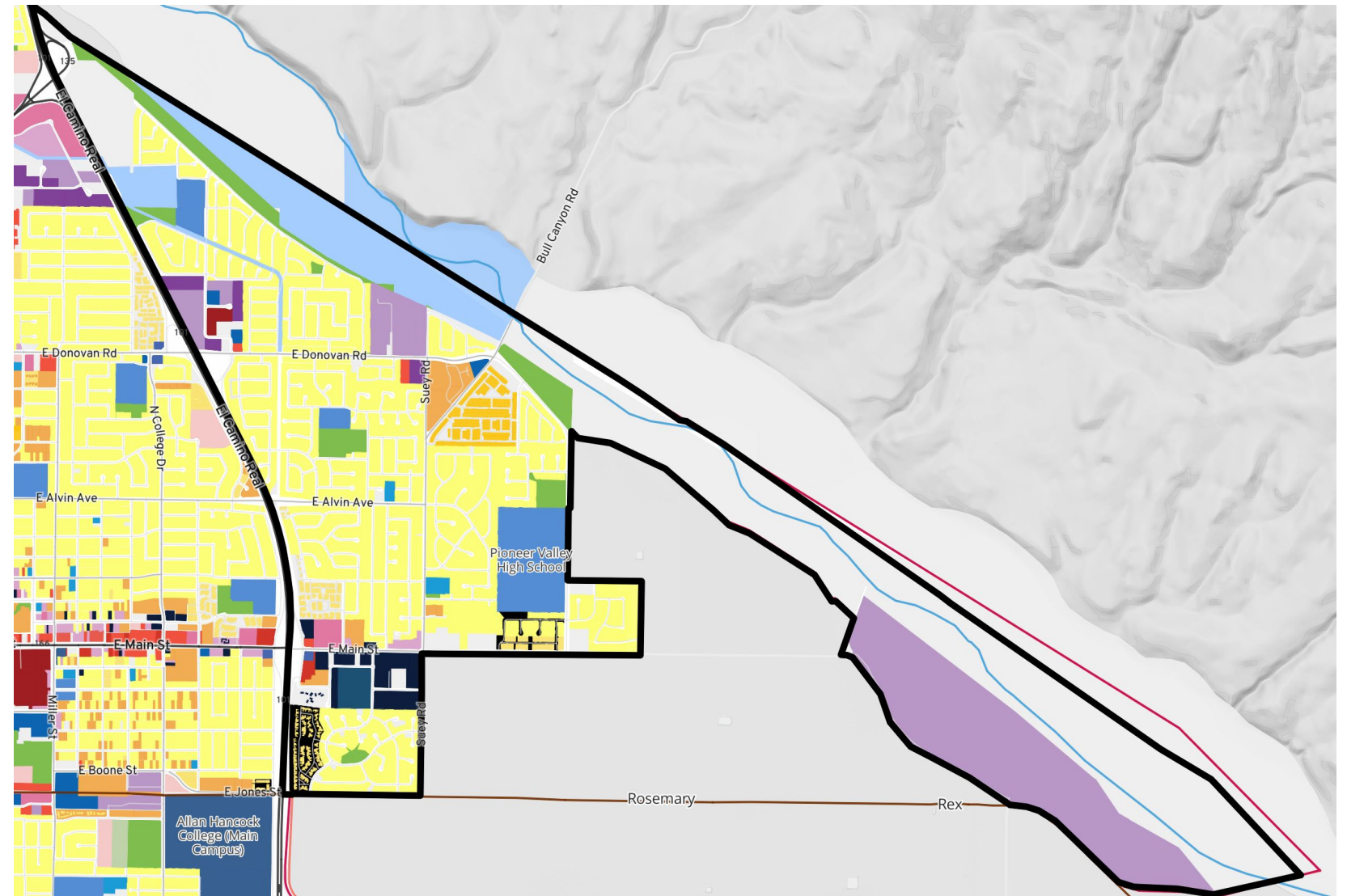- Service Station
- Vacant

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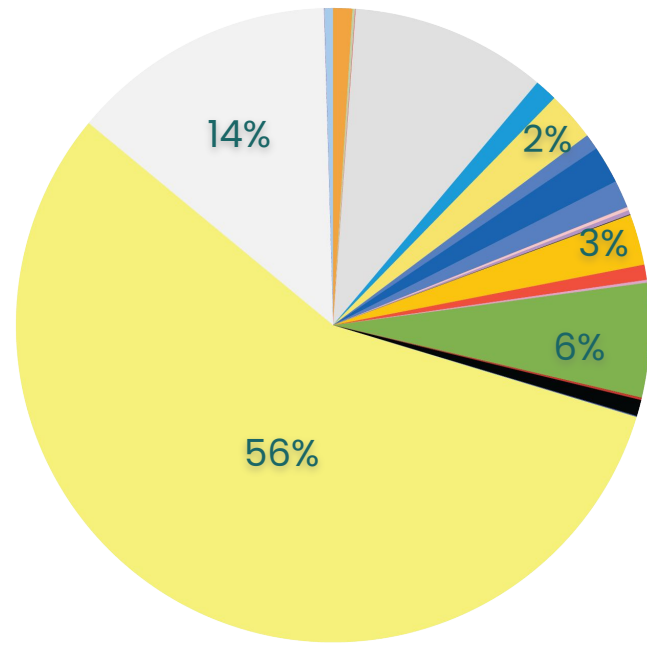- Single-family Dwellings

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

Industrial
- Light Industry
- Heavy Industry
- Warehouse
- Airport
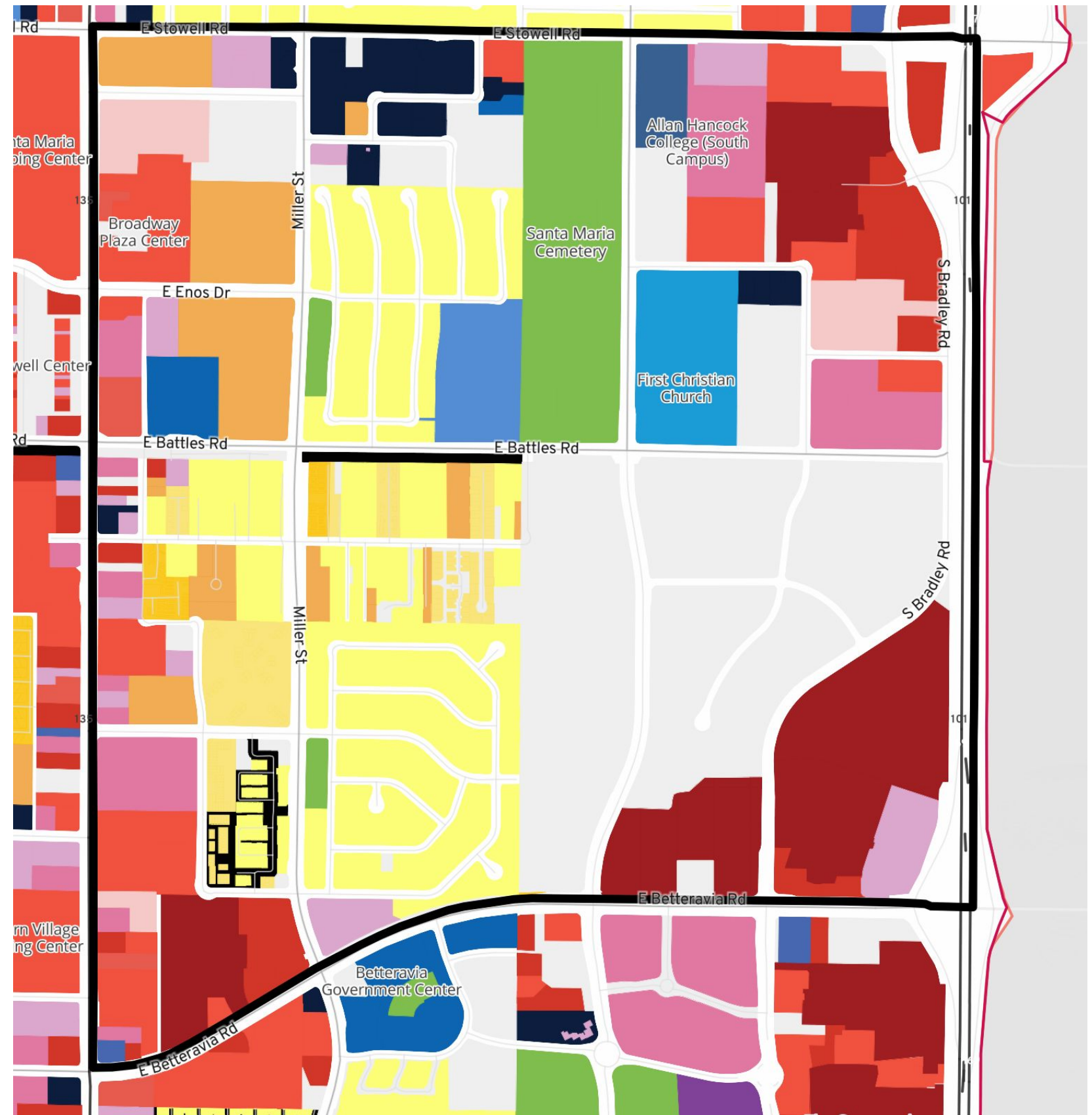
Existing Land Use: Subarea 5
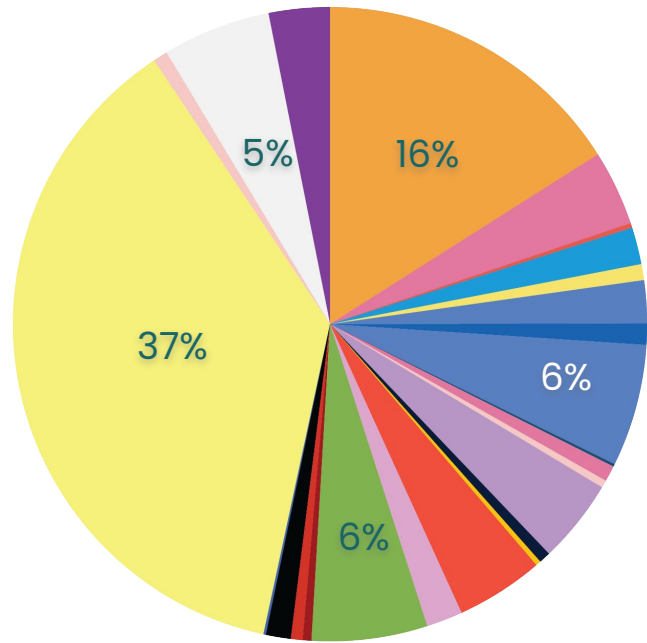
Top Five Existing Uses:
1. Single-family Dwellings (37%)
2. Apartments (16%)
3. High School (6%)
4. Parks and Recreation (6%)
5. Vacant (5%)

Existing Land Use Types

Conservation and Agricultural
- Agriculture
- Water

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

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

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

Industrial
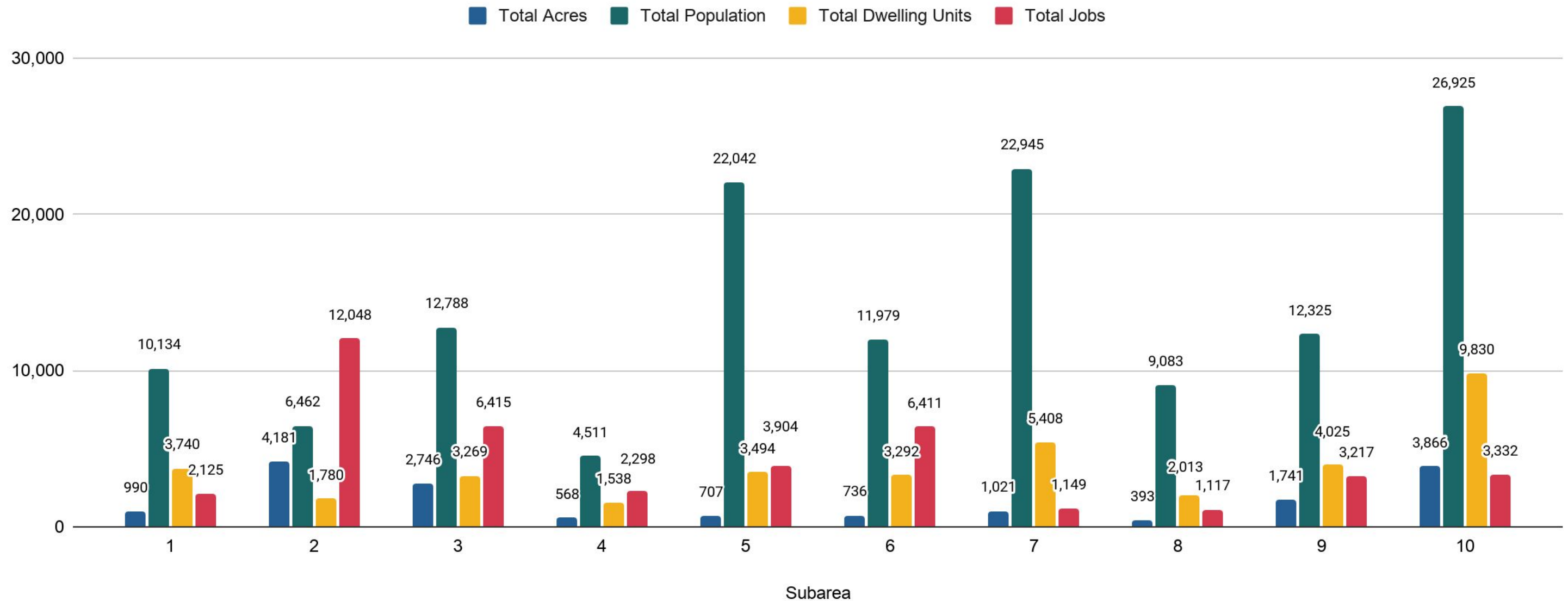- Light Industry
- Heavy Industry
- Warehouse
- Airport

Existing Land Use: Subarea 6

Top Five Existing Uses:
1. Single-family Dwellings (46%)
2. College/University (11%)
3. Apartments (9%)
4. Parks and Recreation (4%)
5. Regional Commerce (3%)

Existing Land Use Types

Conservation and Agricultural
- Agriculture
- Water

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

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

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

Industrial
- Light Industry
- Heavy Industry
- Warehouse
- Airport

Existing Land Use: Subarea 7

Top Five Existing Uses:
1. Single-family Dwellings (62%)
2. Mobile Home (12%)
3. Parks and Recreation (7%)
4. Vacant (4%)
5. Water (3%)

Existing Land Use Types

Conservation and Agricultural
- Agriculture
- Water

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

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

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

Industrial
- Light Industry
- Heavy Industry
- Warehouse
- Airport

Existing Land Use: Subarea 8

Top Five Existing Uses:

1. Single-family Dwellings (55%)
2. Vacant (7%)
3. Apartments (6%)
4. Elementary School (5%)
5. Condominiums (4%)

Existing Land Use Types

Conservation and Agricultural
- Agriculture
- Water

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

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

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

Industrial
- Light Industry
- Heavy Industry
- Warehouse
- Airport

Existing Land Use: Subarea 9

Top Five Existing Uses:
1. Vacant (32%)
2. Single-family Dwellings (30%)
3. Light Industry (15%)
4. Water (8%)
5. Parks and Recreation (4%)

Existing Land Use Types

Conservation and Agricultural
- Agriculture
- Water

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

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

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

Industrial
- Light Industry
- Heavy Industry
- Warehouse
- Airport

Existing Land Use: Subarea 10

Top Five Existing Uses:
1. Single-family Dwellings (56%)
2. Vacant (14%)
3. Parks and Recreation (6%)
4. Mobile Home (3%)
5. Condominiums (2%)

Existing Land Use Types

Conservation and Agricultural
- Agriculture
- Water

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

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

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

Industrial
- Light Industry
- Heavy Industry
- Warehouse
- Airport

24
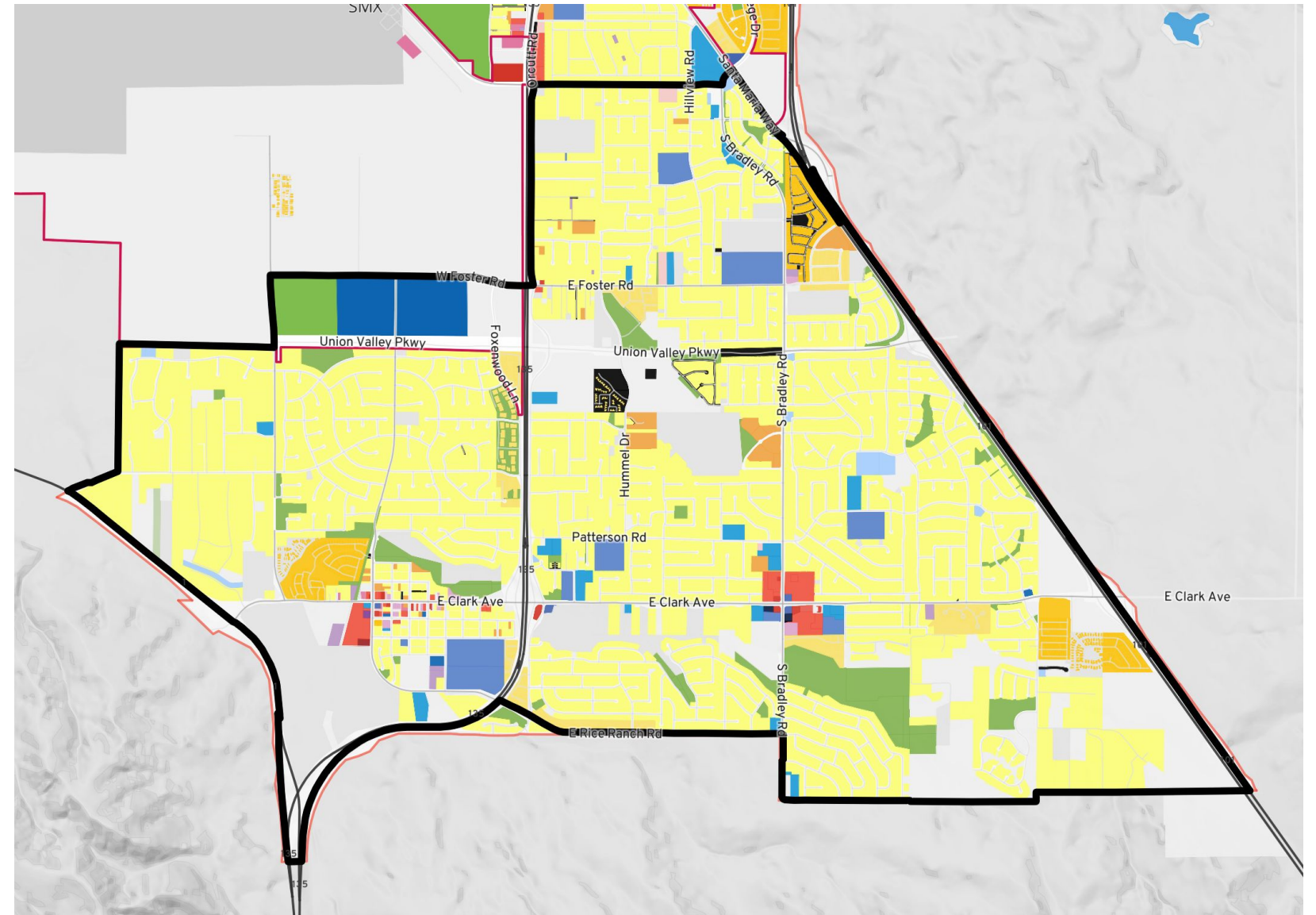
Population Density by Subarea
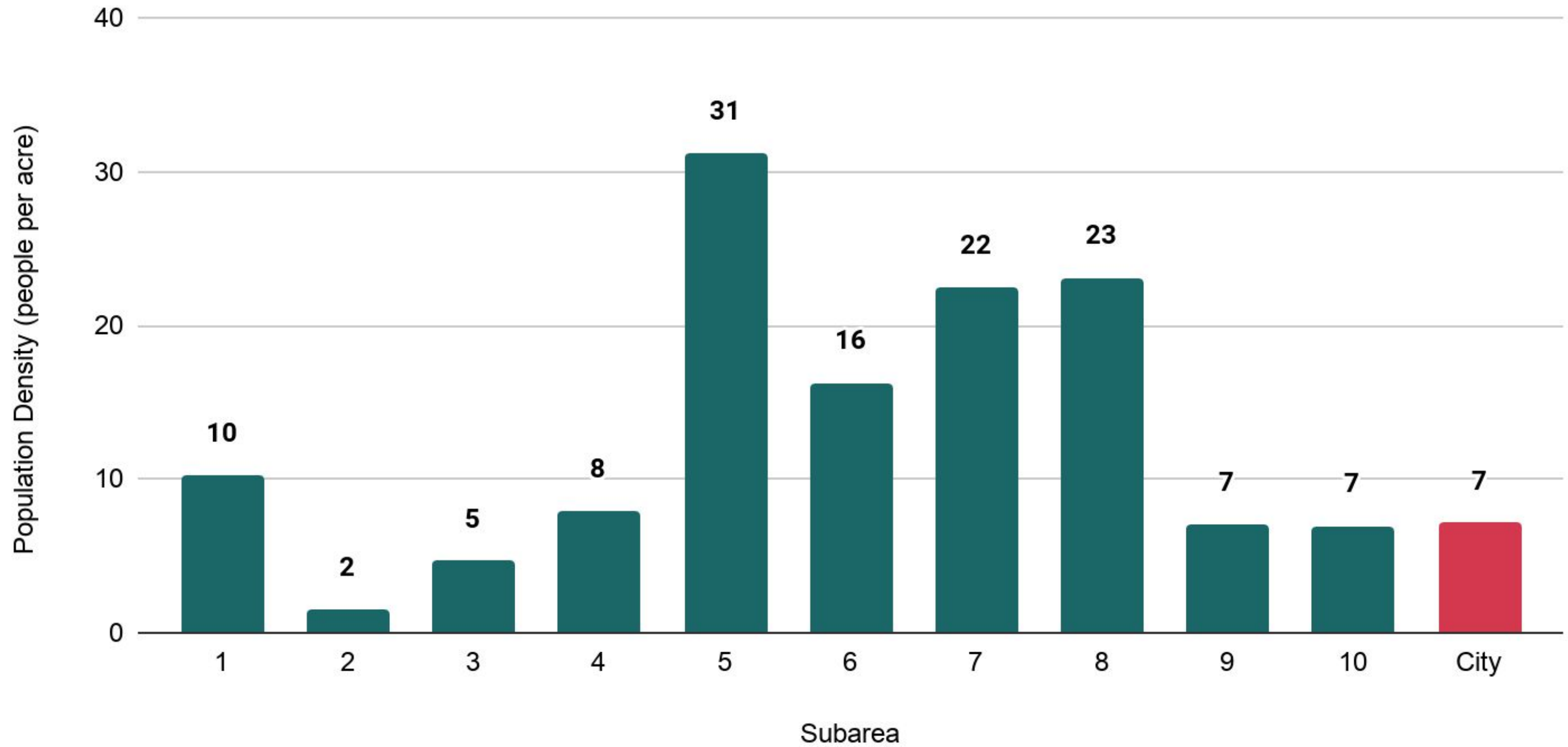
Source: ACS 14-18 5yr Estimate, 2018. Note: "City" refers to the area within city limits and does not include portions of subareas in the Sphere of Influence.
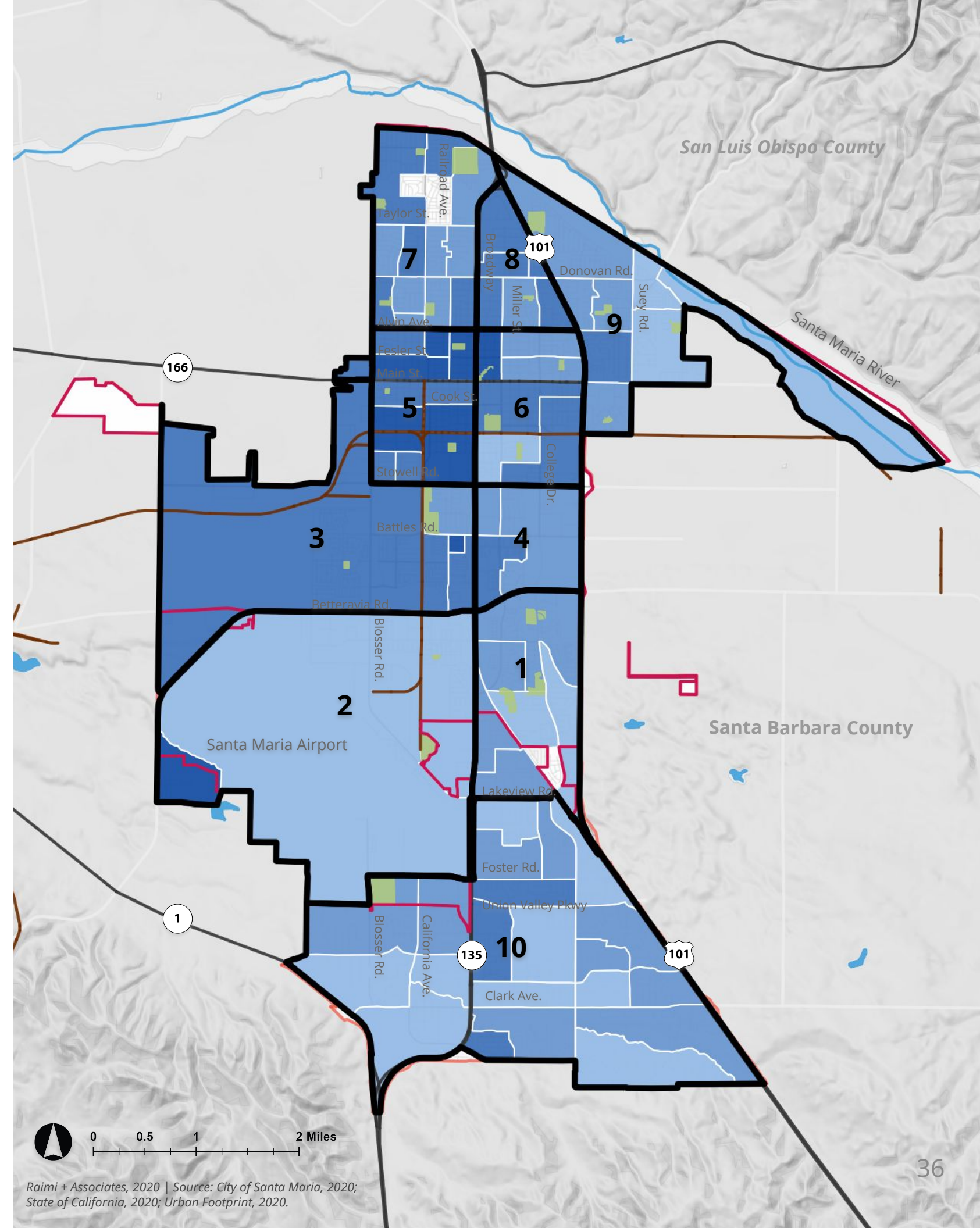
Population, Housing, and Jobs Distribution

Legend: ■ Total Acres ■ Total Population ■ Total Dwelling Units ■ Total Jobs

Subarea values (from chart):

- Subarea 1: Acres 990, Population 10,134, Dwelling Units 3,740, Jobs 2,125
- Subarea 2: Acres 4,181, Population 6,462, Dwelling Units 1,780, Jobs 12,048
- Subarea 3: Acres 2,746, Population 12,788, Dwelling Units 3,269, Jobs 6,415
- Subarea 4: Acres 568, Population 4,511, Dwelling Units 1,538, Jobs 2,298
- Subarea 5: Acres 707, Population 22,042, Dwelling Units 3,494, Jobs 3,904
- Subarea 6: Acres 736, Population 11,979, Dwelling Units 3,292, Jobs 6,411
- Subarea 7: Acres 1,021, Population 22,945, Dwelling Units 5,408, Jobs 1,149
- Subarea 8: Acres 393, Population 9,083, Dwelling Units 2,013, Jobs 1,117
- Subarea 9: Acres 1,741, Population 12,325, Dwelling Units 4,025, Jobs 3,217
- Subarea 10: Acres 3,866, Population 26,925, Dwelling Units 9,830, Jobs 3,332

Subarea

Subarea Percentages of Citywide Population, Housing, Dwelling Units, and Jobs

All subarea total	Sub Area	1	2	3	4	5	6	7	8	9	10
16,950 Acres	**Acres**	5.8%	24.7%	16.2%	3.4%	4.2%	4.3%	6.0%	2.3%	10.3%	22.8%
139,194 Population	**Population**	7.3%	4.6%	9.2%	3.2%	15.8%	8.6%	16.5%	6.5%	8.9%	19.3%
38,389 Dwelling Units	**Dwelling Units**	9.7%	4.6%	8.5%	4.0%	9.1%	8.6%	14.1%	5.2%	10.5%	25.6%
42,016 Jobs	**Jobs**	5.1%	28.7%	15.3%	5.5%	9.3%	15.3%	2.7%	2.7%	7.7%	7.9%

Source: ACS 14-18; Urban Footprint, 2020.

Intersection Density

Legend

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

Intersections per Square Mile

	0.0 - 25.0
	25.0 - 50.0
	50.0 - 75.0
	75.0 - 100.0
	100.0 - 125.0
	125.0 - 150.0
	150.0 - 175.0
	175.0 - 200.0
	> 200.0
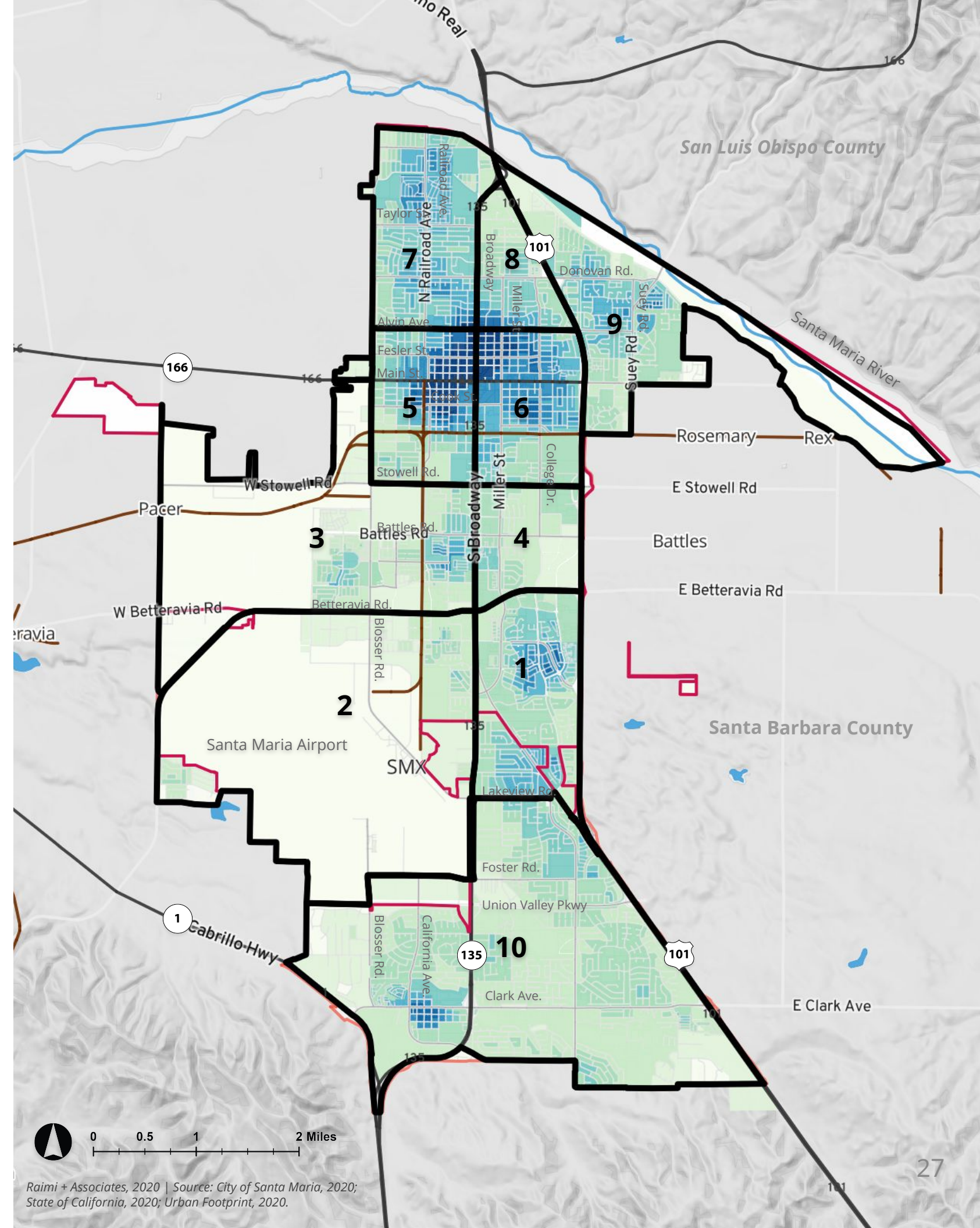
Raimi + Associates, 2020 | Source: City of Santa Maria, 2020;
State of California, 2020; Urban Footprint, 2020.

Intersection Density by Subarea
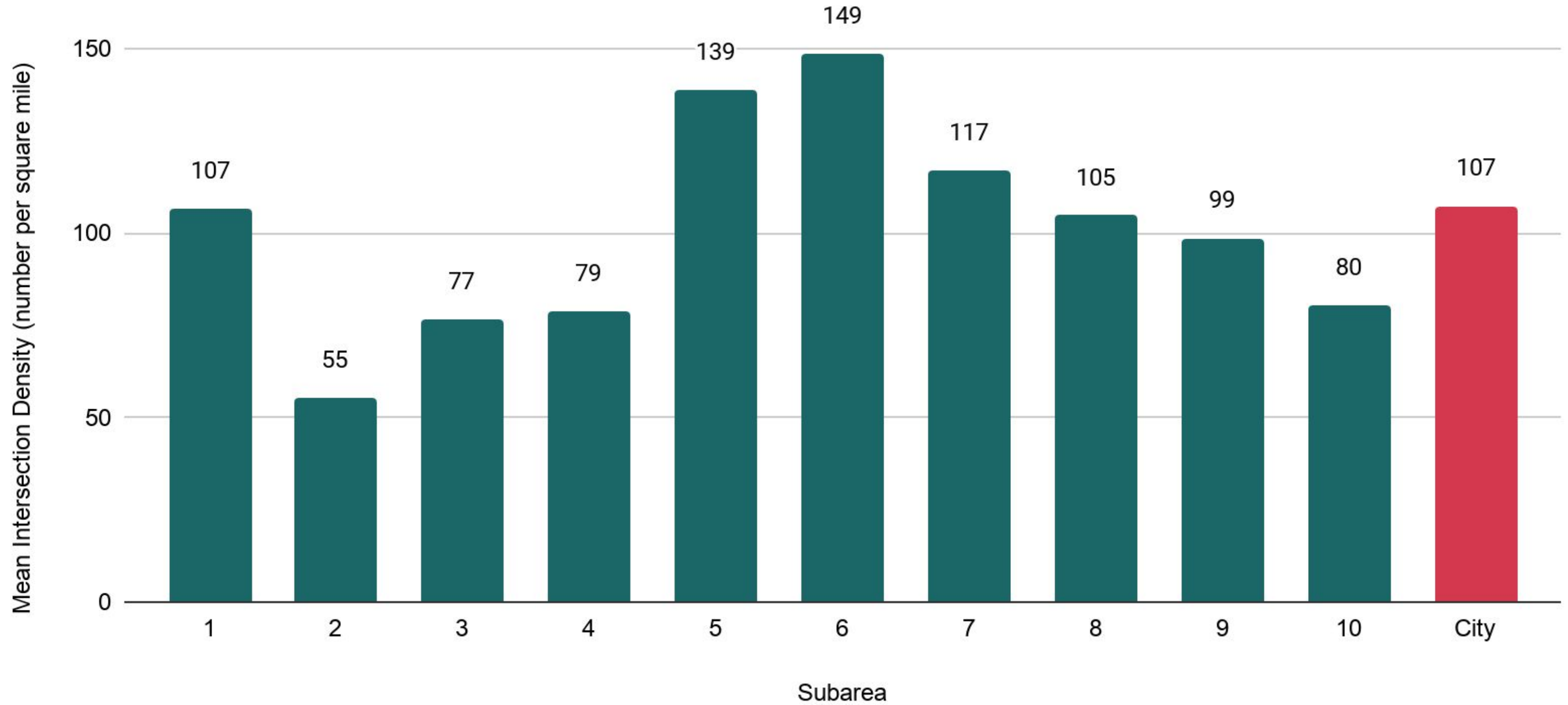
Note: "City" refers to the area within city limits and does not include portions of subareas in the Sphere of Influence.

Existing Parks
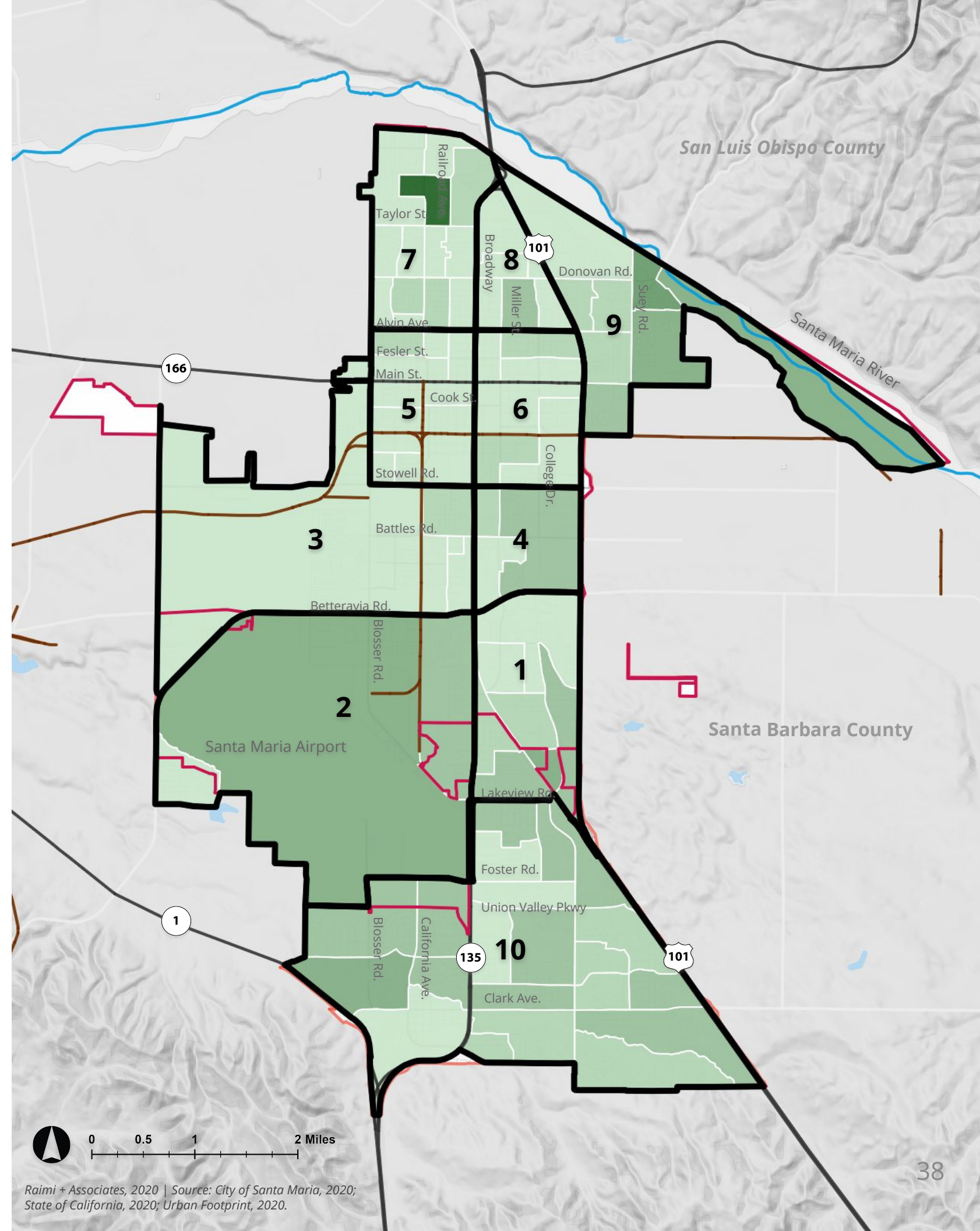

Legend

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

San Luis Obispo County

Santa Maria River

Santa Barbara County

Santa Maria Airport

Taylor St.

Railroad Ave.

Broadway

Miller St.

Donovan Rd.

Suey Rd.

Alvin Ave.

Fesler St.

Main St.

Cook St.

College Dr.

Stowell Rd.

Battles Rd.

Betteravia Rd.

Blosser Rd.

Lakeview Rd.

Foster Rd.

Union Valley Pkwy

Blosser Rd.

California Ave.

Clark Ave.

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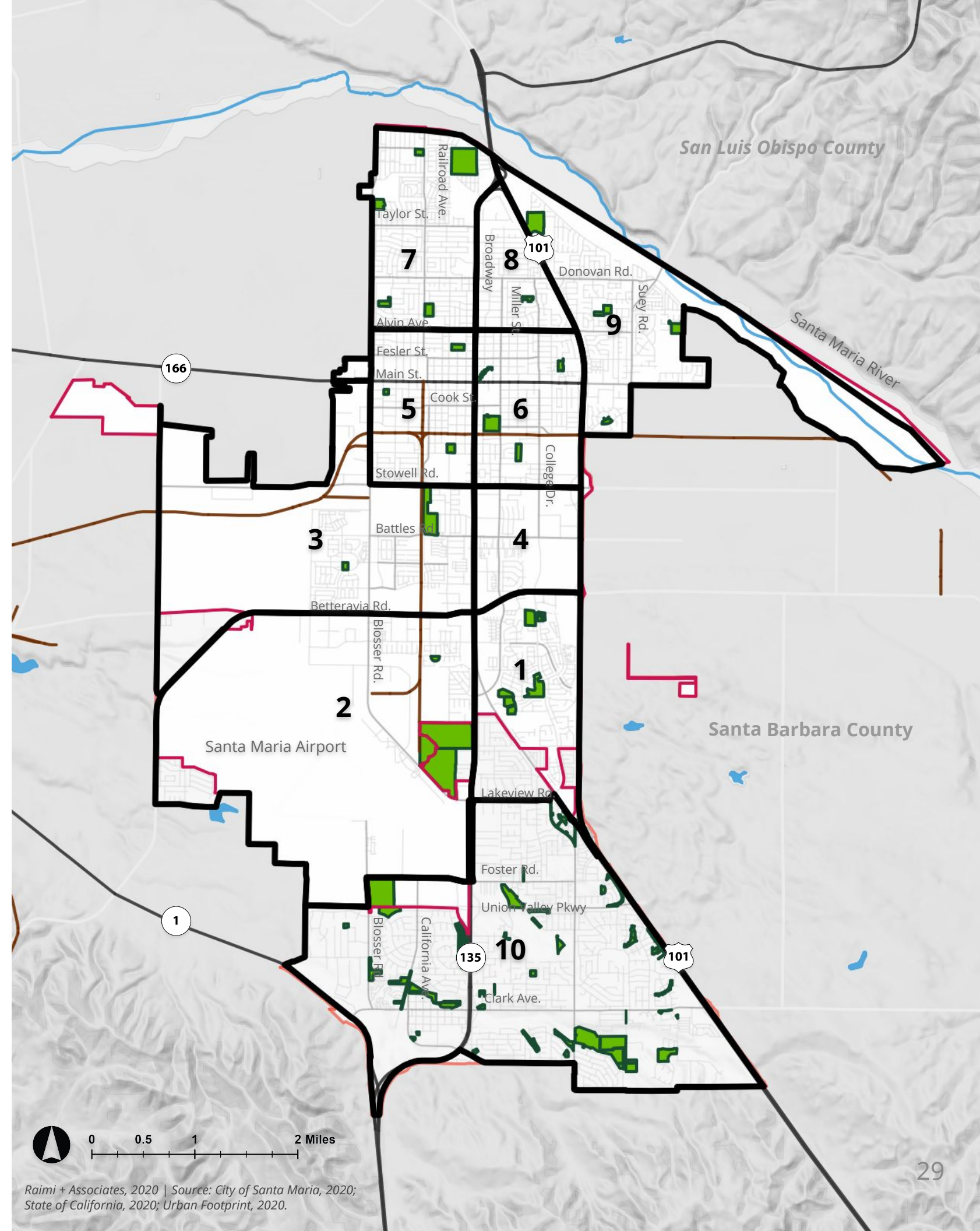
Walk Access to Parks

Population within 5min Walk to Park
Population beyond 5min Walk to Park
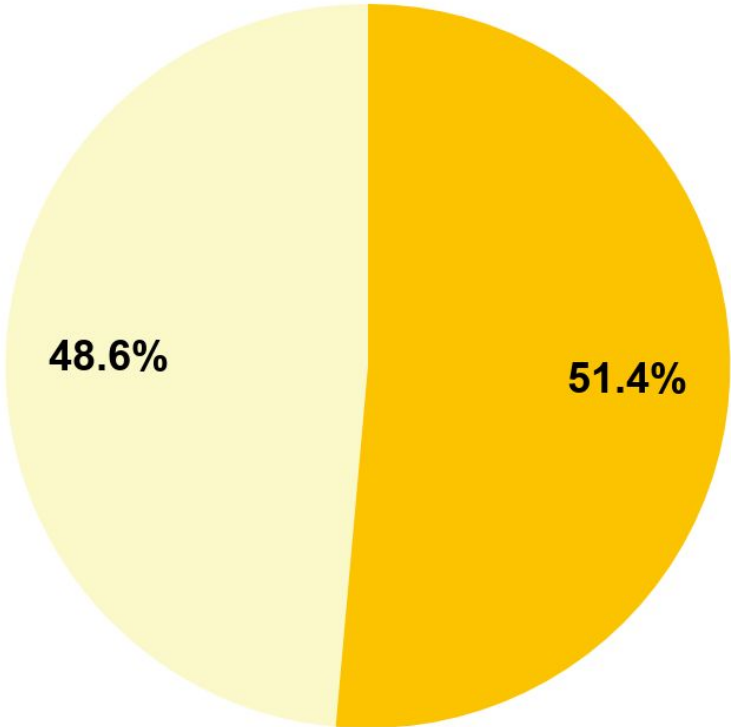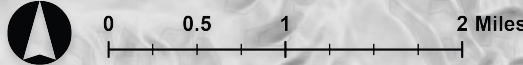
48.6%

51.4%

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

San Luis Obispo County

Santa Maria River

Santa Barbara County

Taylor St.

Railroad Ave.

Broadway

Miller St.

Donovan Rd.

Suey Rd.

7

8

9

Alvin Ave.

Fesler St.

Main St.

Cook St.

College Dr.

5

6

Stowell Rd.

Battles Rd.

3

4

Betteravia Rd.

Blosser Rd.

1

2

Santa Maria Airport

Lakeview Rd.

Foster Rd.

Union Valley Pkwy

Blosser Rd.

California Ave.

10

Clark Ave.

0   0.5   1   2 Miles

Walk Access to Parks by Subarea
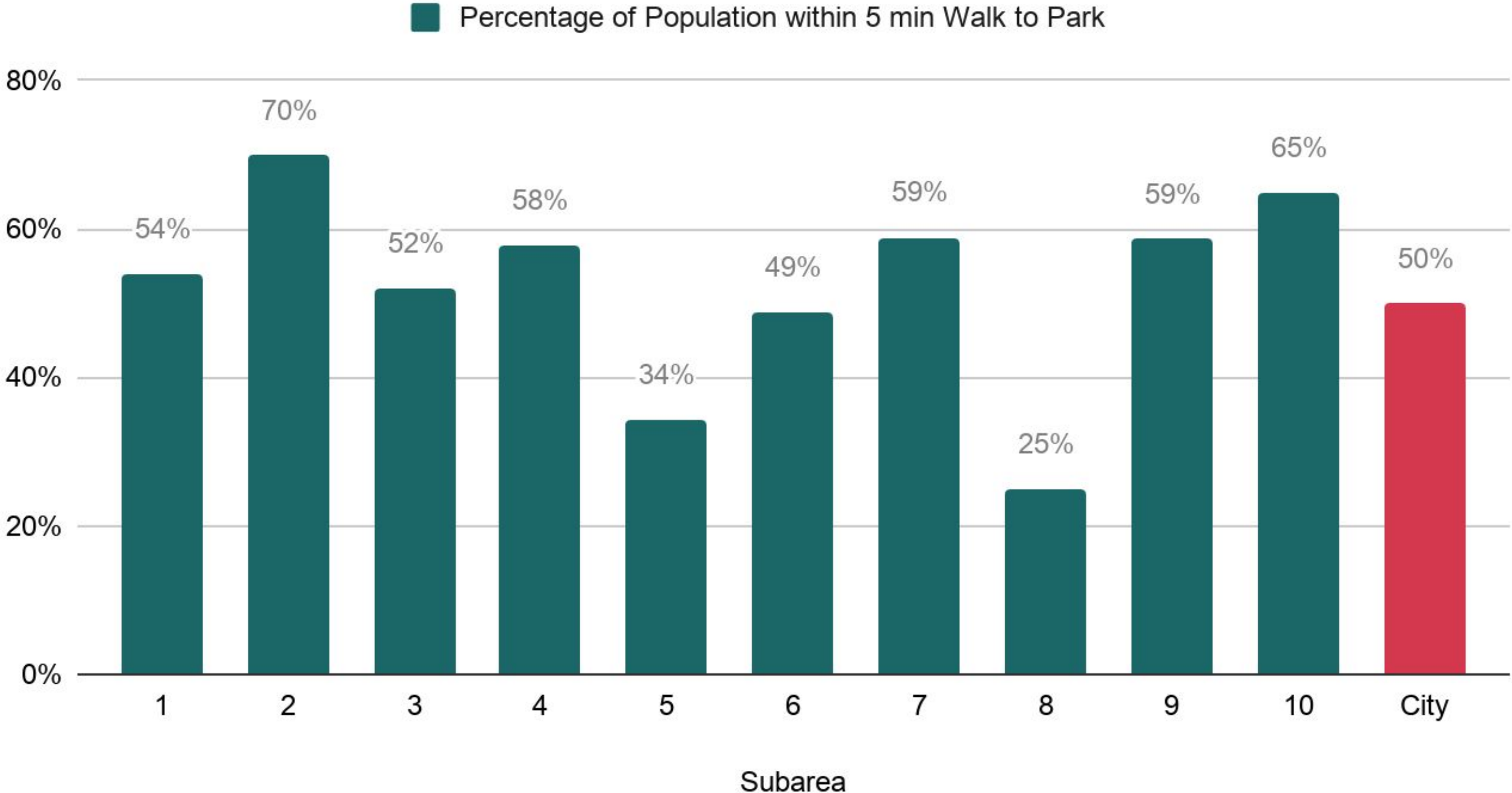
Percentage of Population within 5 min Walk to Park

Subarea	Percentage
1	54%
2	70%
3	52%
4	58%
5	34%
6	49%
7	59%
8	25%
9	59%
10	65%
City	50%

Note: "City" refers to the area within city limits and does not include portions of subareas in the Sphere of Influence.

Park Acres per 1,000 People by Subarea
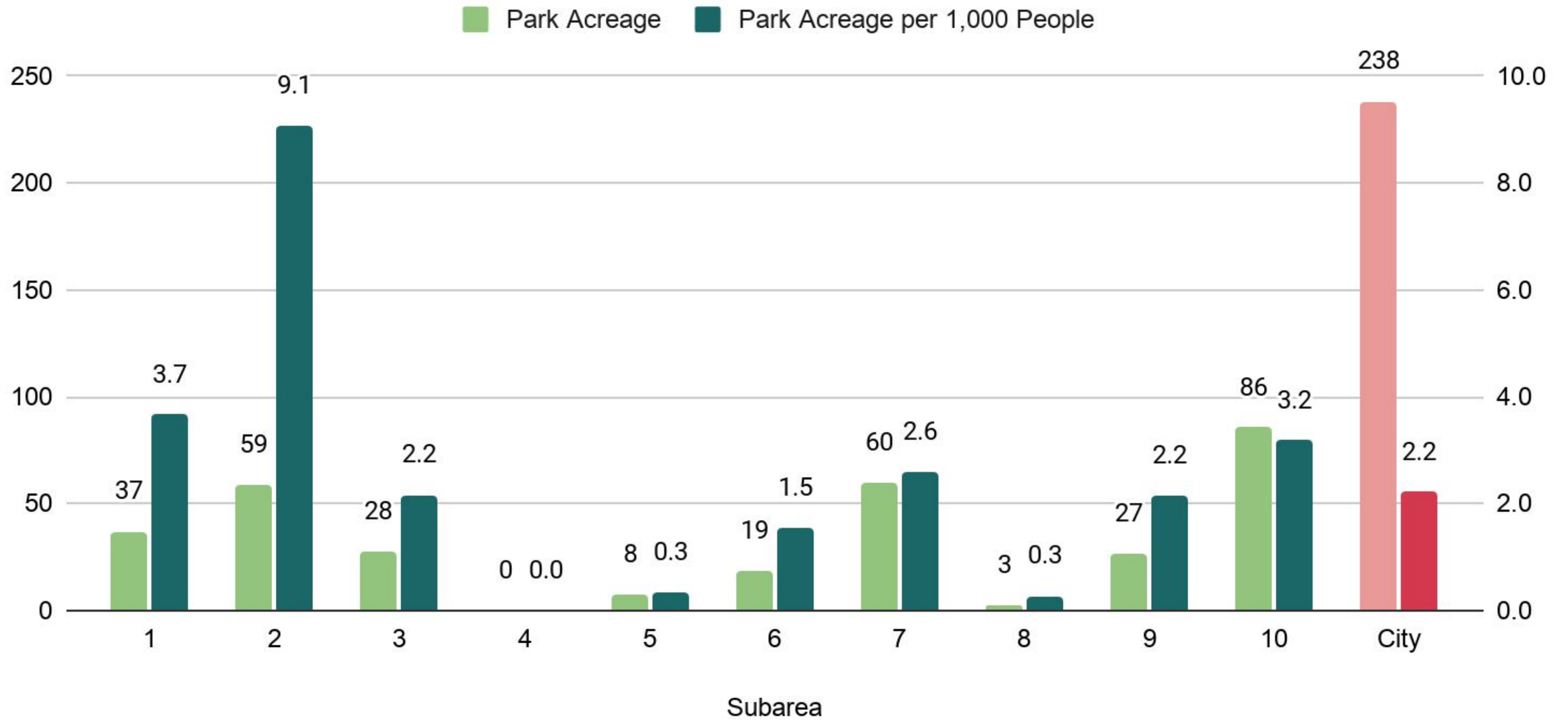
Legend: Park Acreage, Park Acreage per 1,000 People

Subarea	1	2	3	4	5	6	7	8	9	10	City
Park Acreage	37	59	28	0	8	19	60	3	27	86	238
Park Acreage per 1,000 People	3.7	9.1	2.2	0.0	0.3	1.5	2.6	0.3	2.2	3.2	2.2

Note: "City" refers to the area within city limits and does not include portions of subareas in the Sphere of Influence.

Walk Access to Retail

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

22.6%

77.4%
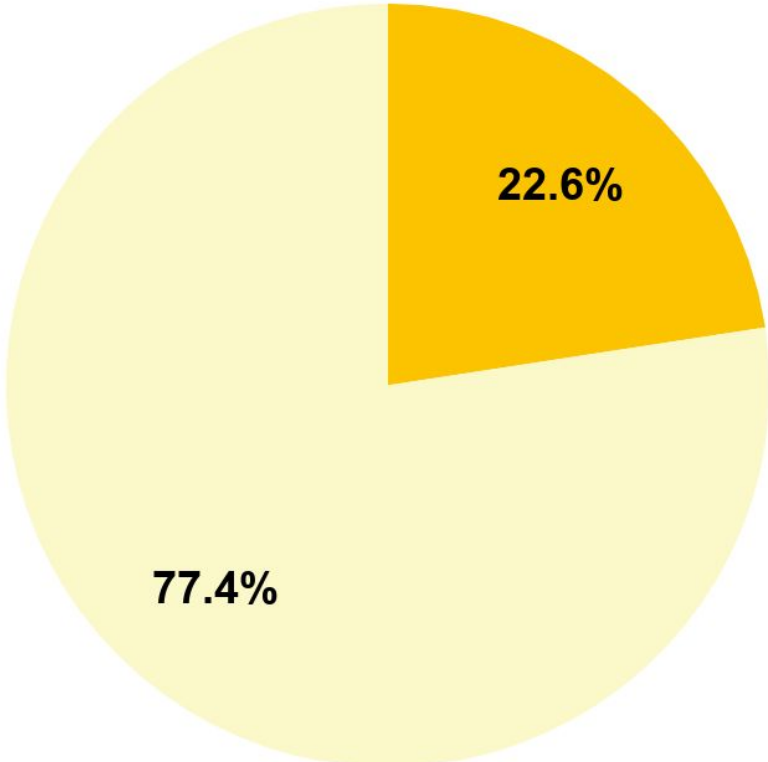
Legend

- 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
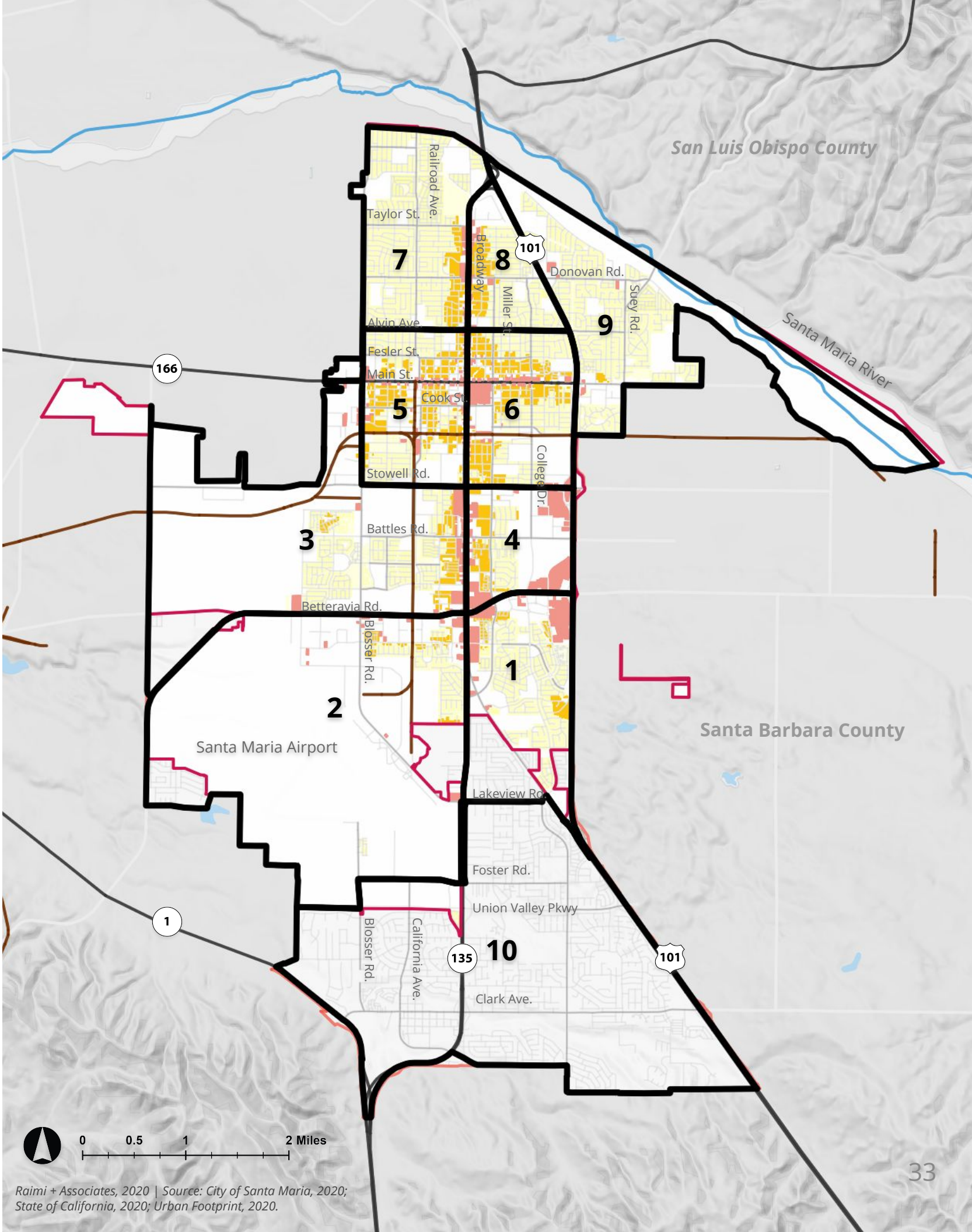
San Luis Obispo County

Santa Maria River

Santa Barbara County

Santa Maria Airport

0   0.5   1   2 Miles

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Walk Access to Retail by Subarea
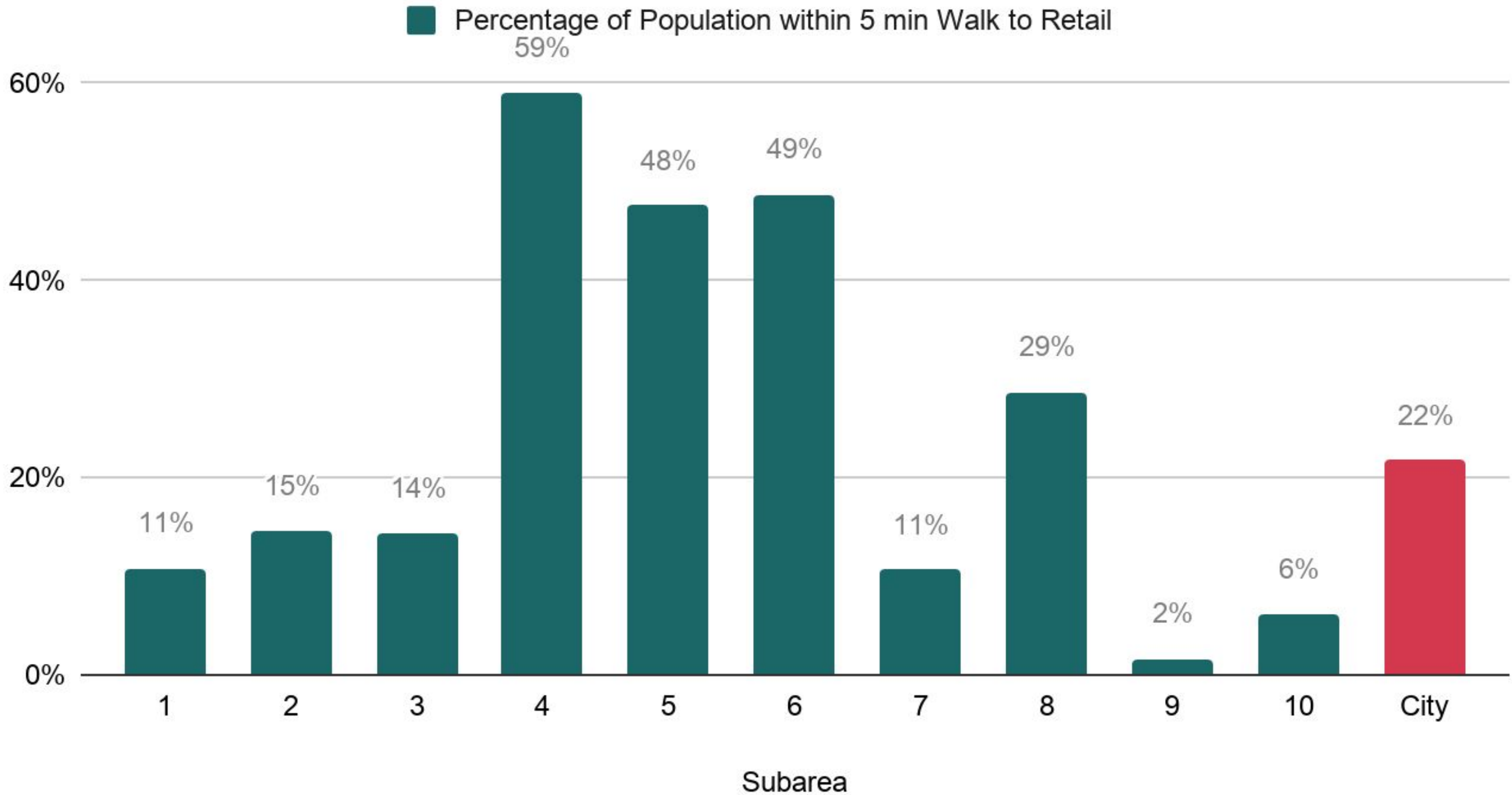
Percentage of Population within 5 min Walk to Retail

Subarea	1	2	3	4	5	6	7	8	9	10	City
%	11%	15%	14%	59%	48%	49%	11%	29%	2%	6%	22%

Note: "City" refers to the area within city limits and does not include portions of subareas in the Sphere of Influence.
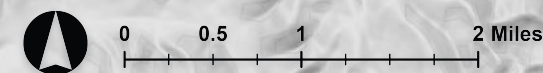
4. Socio-economic Characteristics

Percent under 18 Years of Age

Legend

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

Percent of Population under 18 years old

- < 10%
- 10% - 20%
- 20% - 30%
- 30% - 40%
- 40% - 47.6%

San Luis Obispo County

Santa Barbara County

Santa Maria River

Santa Maria Airport

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

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Percent under 18 Years of Age by Subarea

Source: ACS 14-18 5yr Estimate, 2018; Census Reporter, 2018. Note: "City" refers to the area within city limits and does not include portions of subareas in the Sphere of Influence.
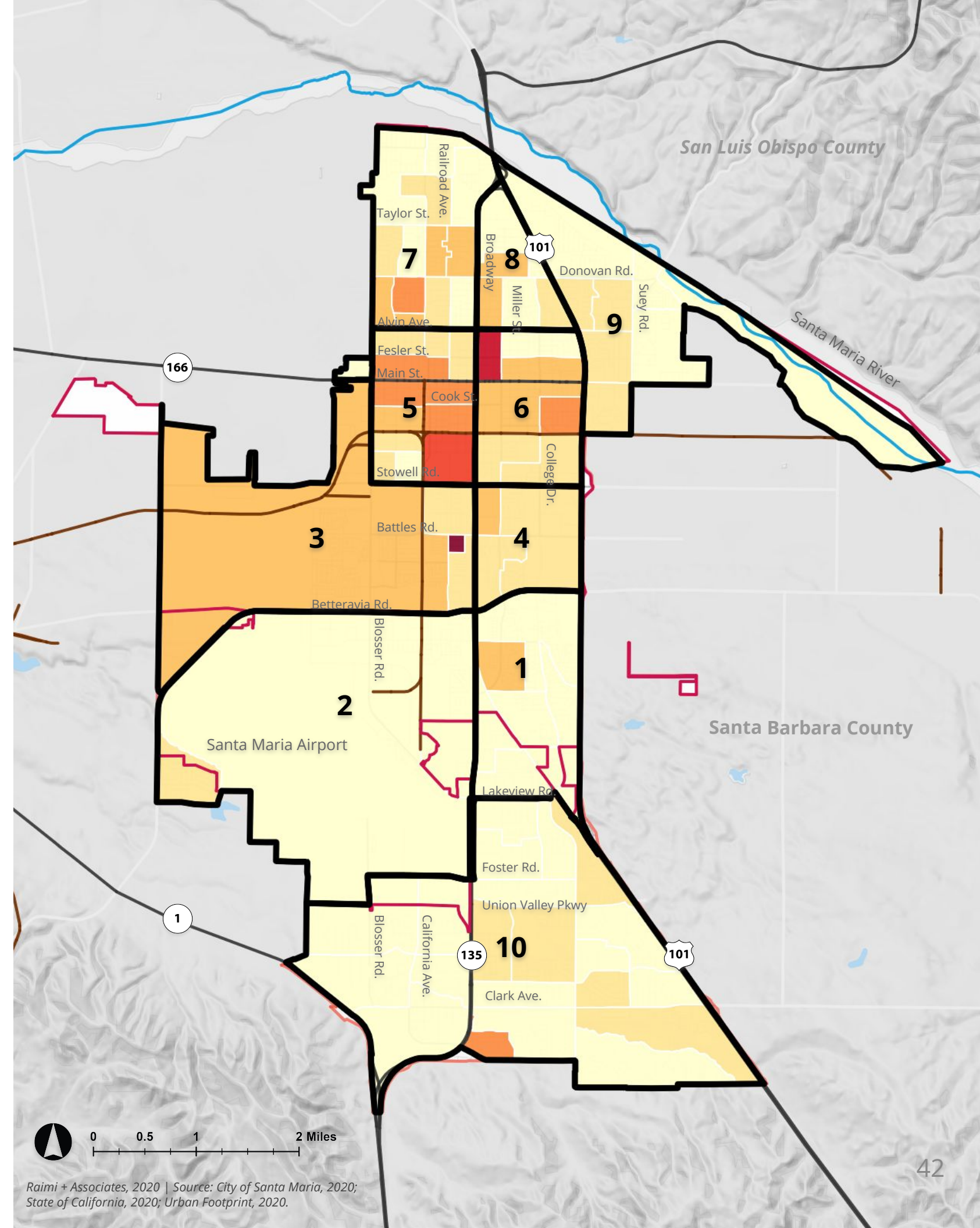
Percent over 65 Years of Age

Legend

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

Percent of Population over 65 years old

- < 10%
- 10% - 20%
- 20% - 30%
- 30% - 40%
- 40% - 50%
- 50% - 60%
- 60% - 70%
- > 70%

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

Percent over 65 Years of Age by Subarea
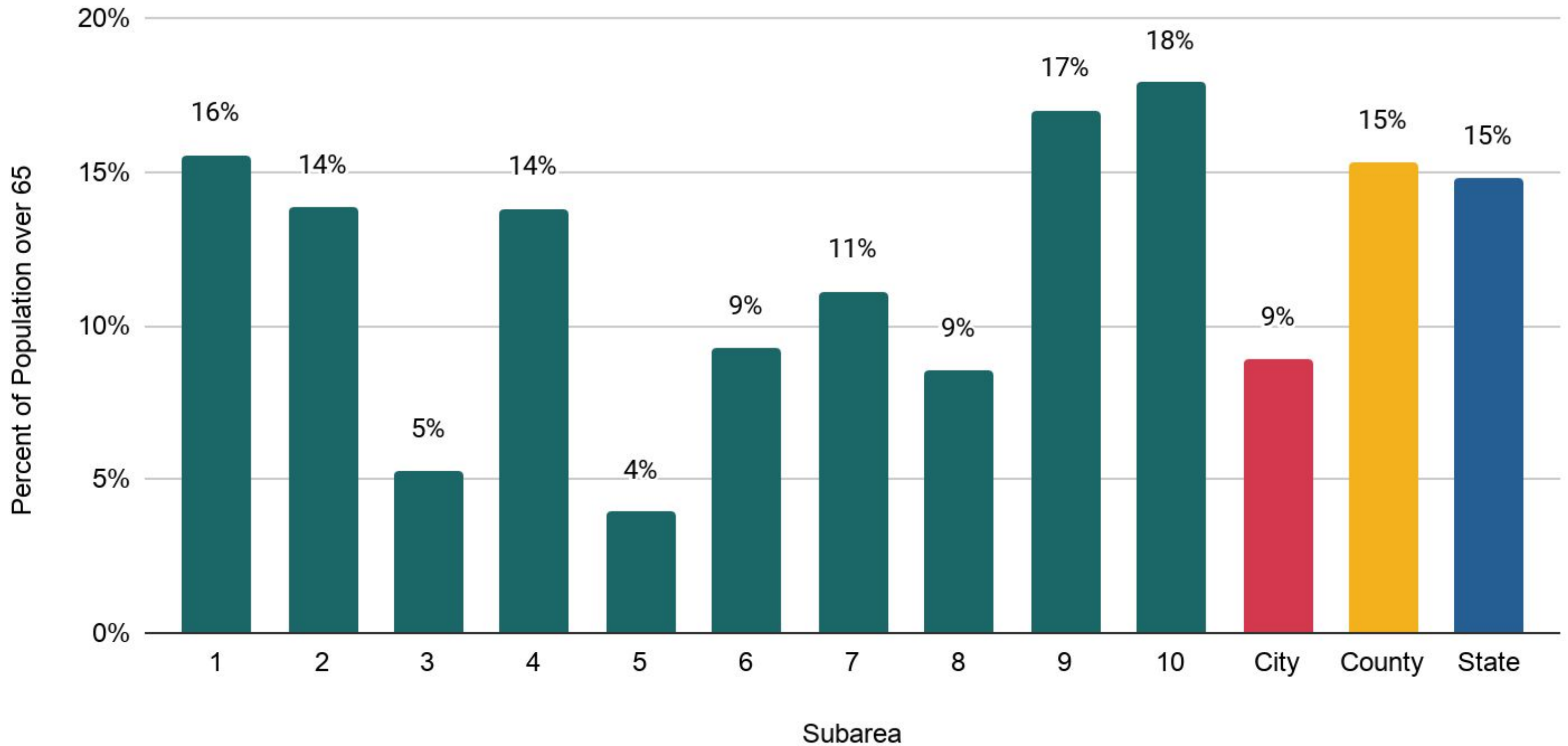
Source: ACS 14-18 5yr Estimate, 2018; Census Reporter, 2018. Note: "City" refers to the area within city limits and does not include portions of subareas in the Sphere of Influence.

Median Household Income

Legend

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

Median Household Income

	< $25,000
	$25,000 - $40,000
	$40,000 - $50,000
	$50,000 - $62,000
	$62,000 - $63,680
	$63,680 - $75,000
	$75,000 - $100,000
	$100,000 - $125,000
	> $125,000
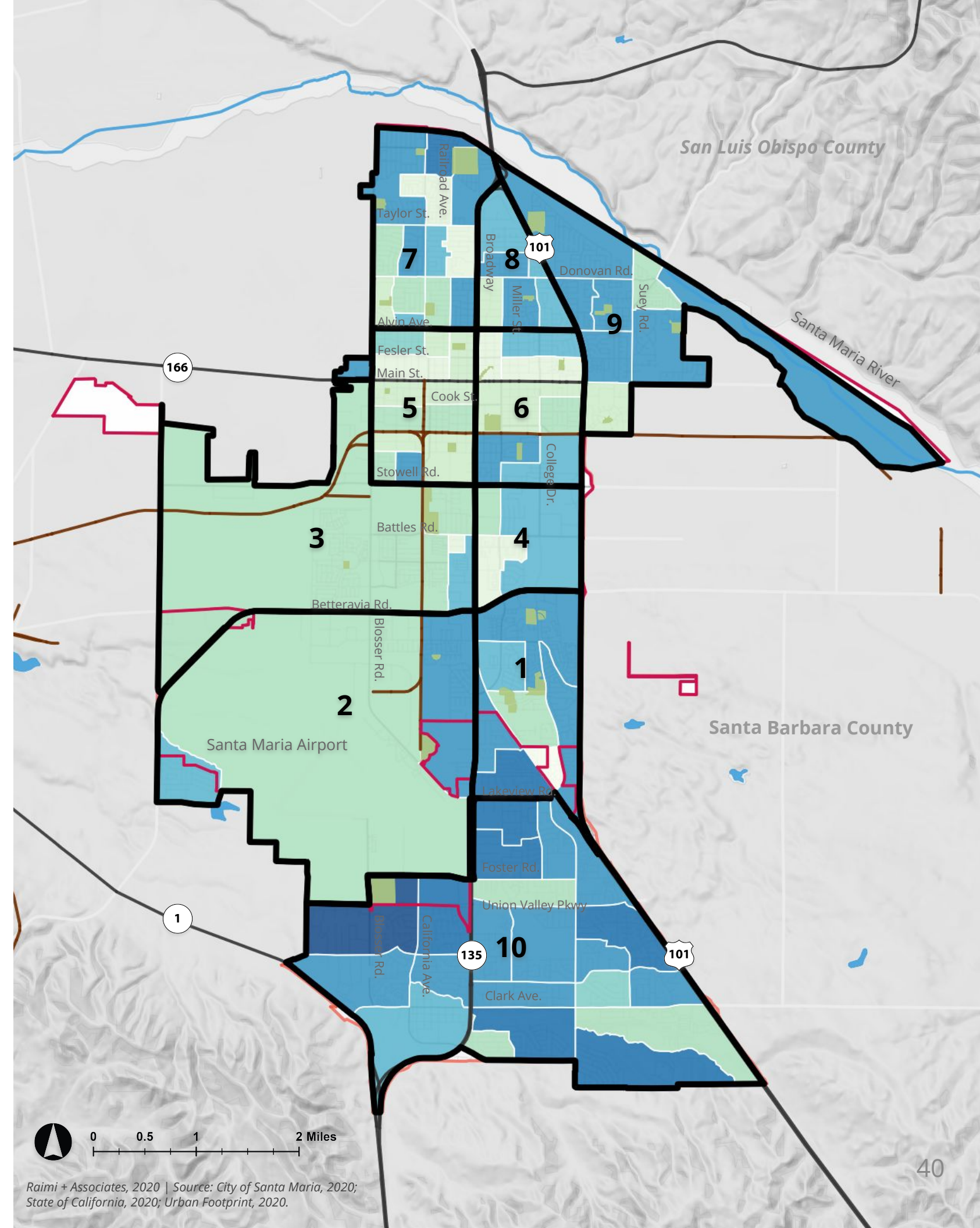
Raimi + Associates, 2020 | Source: City of Santa Maria, 2020;
State of California, 2020; Urban Footprint, 2020.

Median Household Income by Subarea
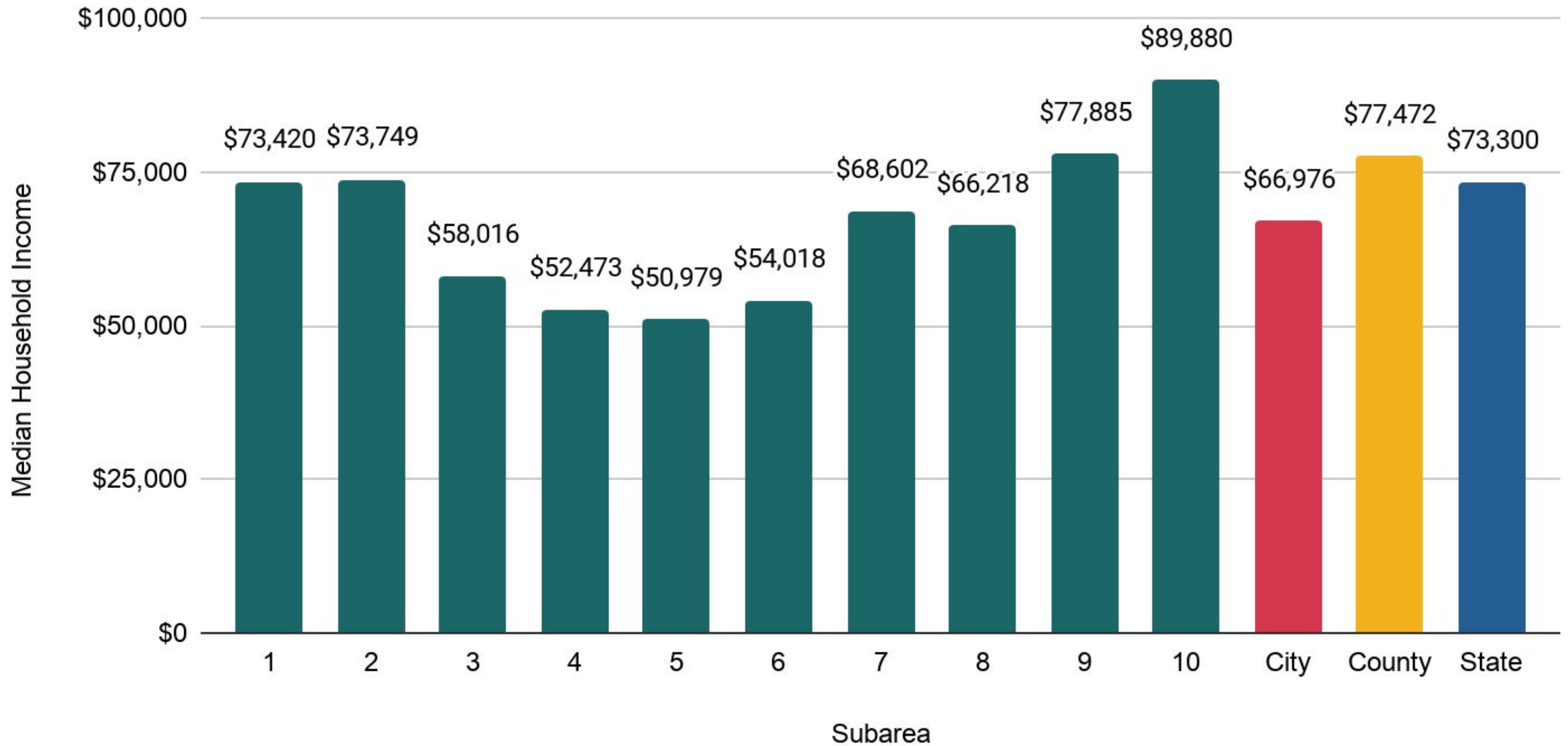
Source: ACS 14-18 5yr Estimate, 2018; Census Reporter, 2018. Note: "City" refers to the area within city limits and does not include portions of subareas in the Sphere of Influence.

Percent below Poverty Level

Federal poverty threshold in 2018 was $12,784 for a 1 person household, $16,247 for a 2 person household, and $25,701 for a 4 person household.

Source: Census Poverty Thresholds, 2018.

Legend

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

Percent of Population below Poverty Level

- < 10%
- 10% - 20%
- 20% - 30%
- 30% - 40%
- 40% - 50%
- 50% - 60%
- 60% - 60.9%

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

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Percent below Poverty Level by Subarea
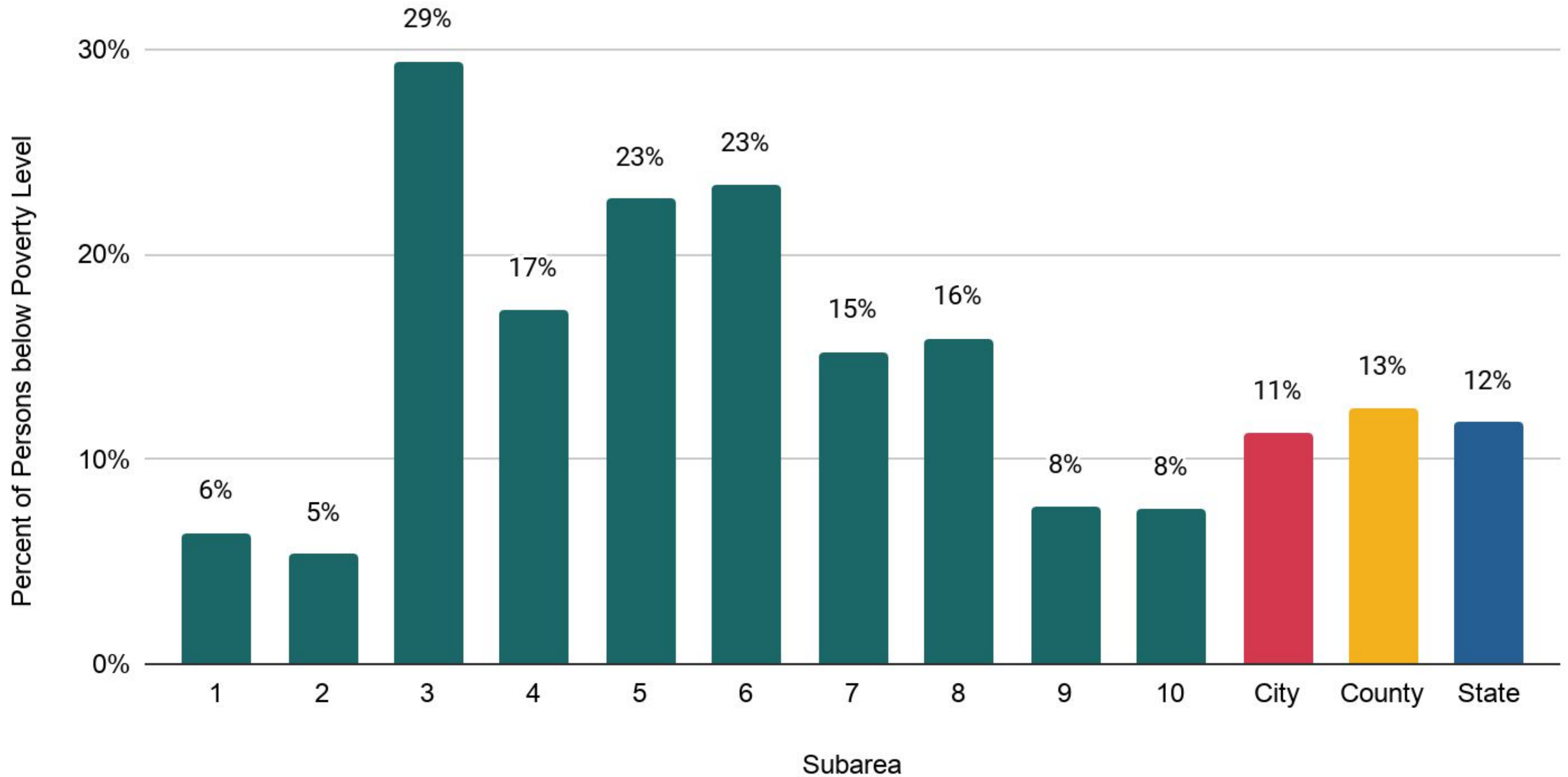
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Source: ACS 14-18 5yr Estimate, 2018.; Census Reporter, 2018. Note: "City" refers to the area within city limits and does not include portions of subareas in the Sphere of Influence.
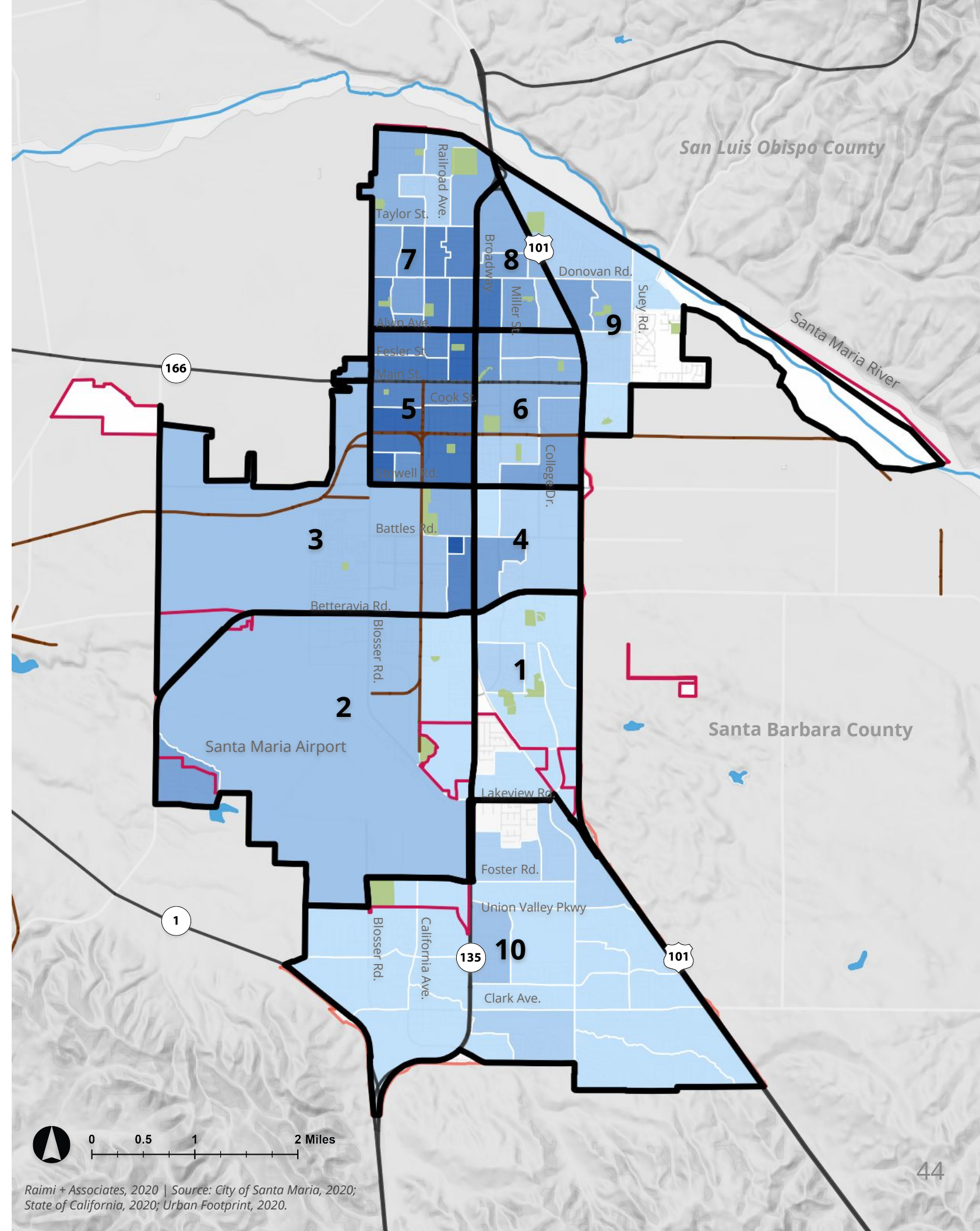
Percent of Residents without High School Education

Legend

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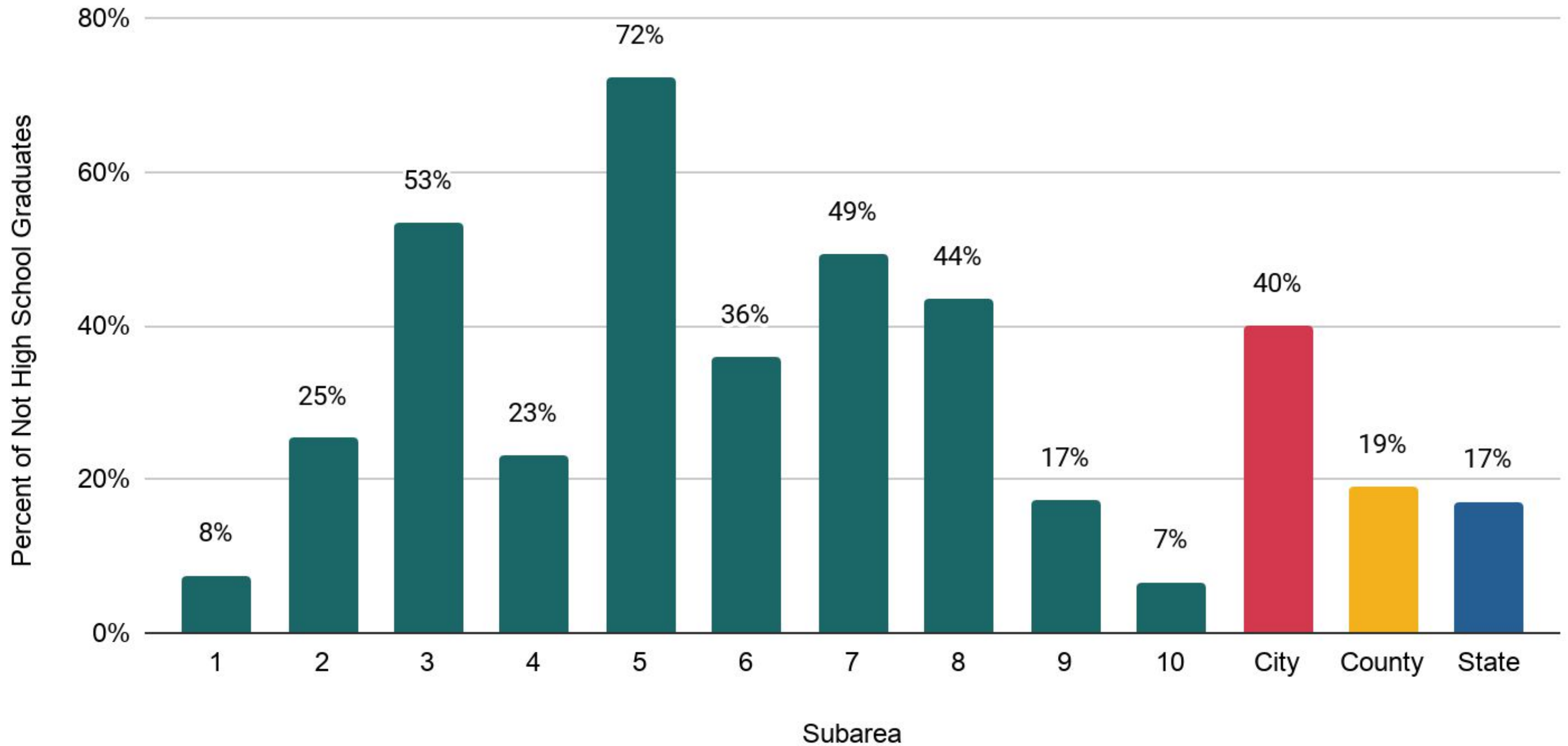- Freeways/Highways
- Major Streets
- Local Streets

Percent of Population without High School Education

- < 10%
- 10% - 20%
- 20% - 30%
- 30% - 40%
- 40% - 50%
- 50% - 60%
- 60% - 70%
- 70% - 80%
- 80% - 90%
- 90% - 100%

San Luis Obispo County

Santa Maria River

Santa Barbara County

Santa Maria Airport

0   0.5   1   2 Miles

44

Percent without High School Education by Subarea

Source: ACS 14-18 5yr Estimate, 2018; Census Reporter, 2018. Note: "City" refers to the area within city limits and does not include portions of subareas in the Sphere of Influence.

Percent Hispanic or Latino

Legend

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

Percent of Hispanic Population

< 10%	
10% - 20%	
20% - 30%	
30% - 40%	
40% - 50%	
50% - 60%	
60% - 70%	
70% - 80%	
80% - 90%	
90% - 100%	

San Luis Obispo County

Santa Barbara County

Santa Maria River

Santa Maria Airport

0   0.5   1   2 Miles

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

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Percent Hispanic or Latino by Subarea

Source: ACS 14-18 5yr Estimate, 2018; Census Reporter, 2018. Note: "City" refers to the area within city limits and does not include port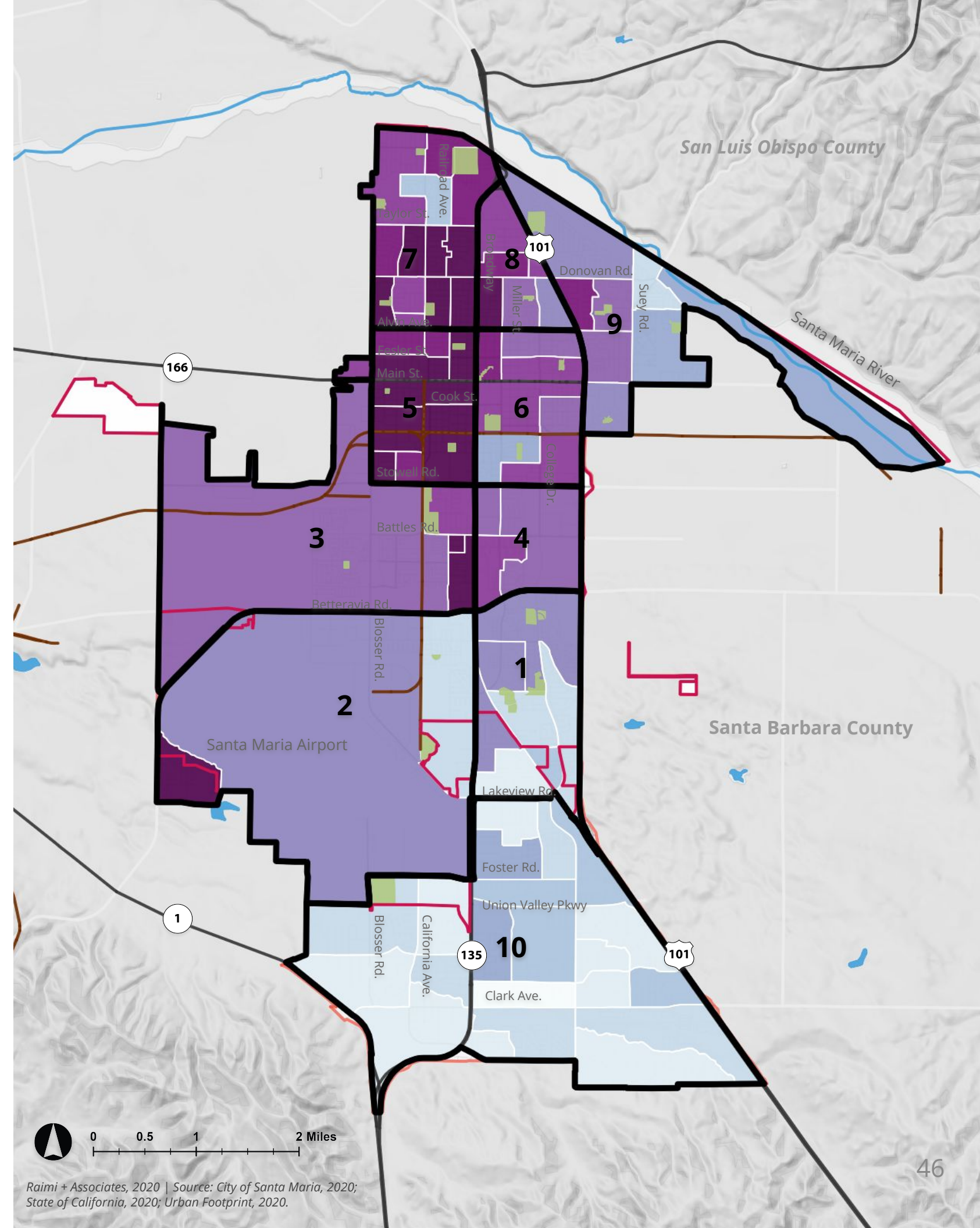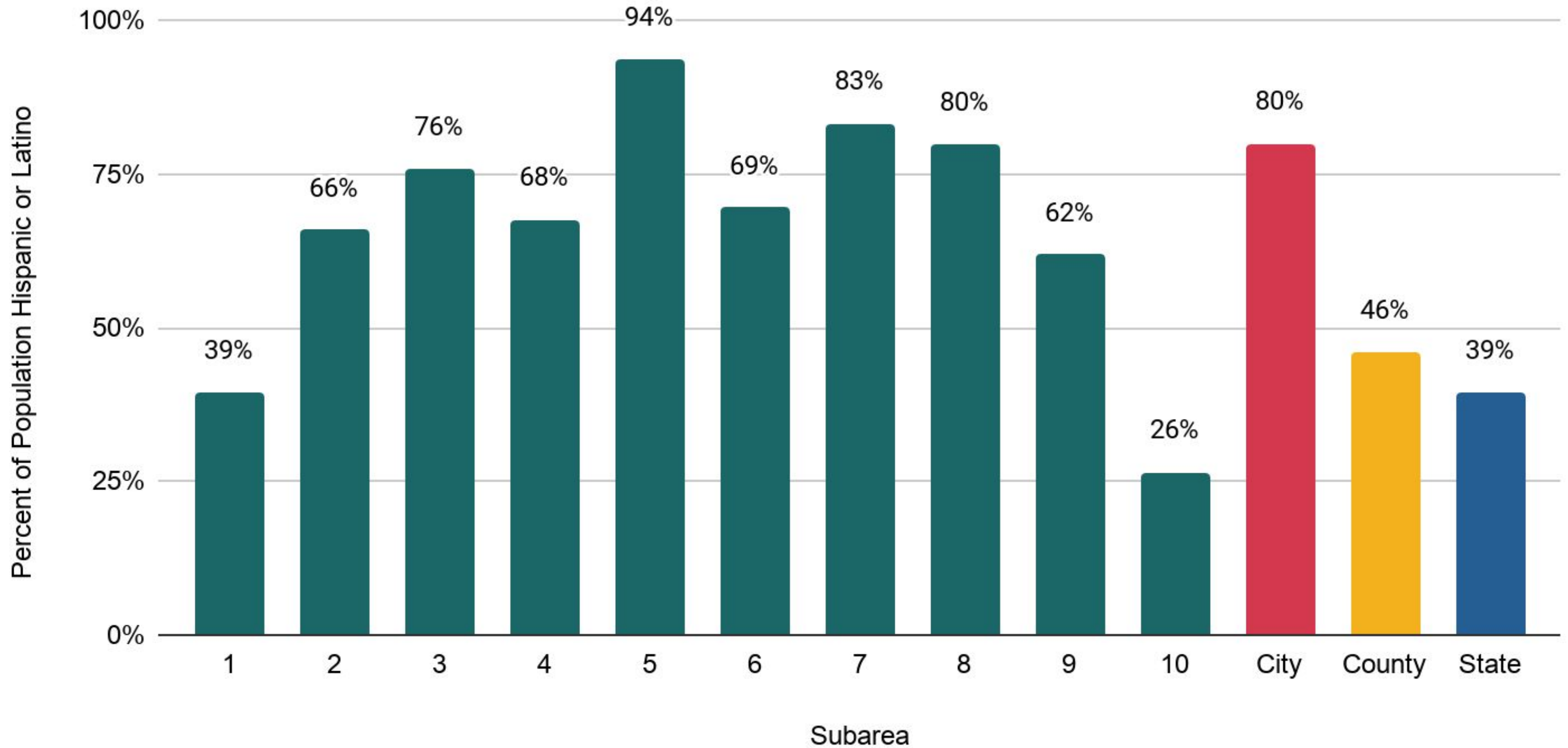ions of subareas in the Sphere of Influence.