Chair Robert Dickerson
Commissioner Esau Blanco
Commissioner Tom Lopez
Commissioner Yasameen Mohajer
Commissioner Tim Seifert

PLANNING COMMISSION AGENDA
CITY OF SANTA MARIA, CALIFORNIA

Wednesday, April 2, 2025

REGULAR SESSION - 5:30 P.M.

HOW TO ACCESS MEETINGS

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AMERICANS WITH DISABILITIES ACT

In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the City Clerk's Office at (805) 925-0951 extension 2306, or by email at cityclerk@cityofsantamaria.org at least 48 hours before the meeting. Assisted Listening devices are available for those who attend in Council Chambers. Closed Captioning is available during meetings in English and Spanish on Comcast Channel 23 and at CityofSantaMaria.org/tv.

PUBLIC COMMENT (letters/emails)

(Must be received by 2:00 p.m. in advance of the meeting)

Members of the public wishing to submit a public comment or a comment on an agenda item, can email deady@cityofsantamaria.org or mail to the Planning Commission, Attn.: Dana Eady, Planning Manager, 110 South Pine Street, Suite 101, Santa Maria, CA 93458. Letters/emails will not be read aloud during the meeting. All correspondence will be distributed to Councilmembers, submissions received after the deadline will not be processed until the following day but will become a part of the official record.

MEETINGS

The Planning Commission holds regular meetings on the first and third Wednesday of every month.

Regular meetings start at 5:30 p.m. in the Council Chambers at City Hall, 110 East Cook Street, Santa Maria, California. Special and Adjourned Regular meetings start time are to be determined.

POSTING LOCATIONS OF AGENDA AND/OR CANCELLATION NOTICES

Regular meeting agendas will be posted at least 72 hours before the meeting (GC§ 54954(a)(1)). Agenda and Cancellation Notices can be viewed online and are also posted at the following two locations: Santa Maria City Hall located at 110 East Cook Street, Santa Maria, California, and Santa Maria Public Library located at 421 South McClelland Street, Santa Maria, California.

1. PLEDGE OF ALLEGIANCE

2. CALL TO ORDER/ROLL CALL
Commissioners Esau Blanco, Tom Lopez, Yasameen Mohajer, Tim Seifert and Commission Chair Robert Dickerson.

3. APPROVAL OF MINUTES

RECOMMENDATION:
Approve the minutes of the Planning Commission for the meeting of March 19, 2025.

4. PUBLIC COMMENT PERIOD
Each member of the audience may address the Commission on any subject within the Commission's business that is not on the agenda. Each member of the audience is limited to discussion of three minutes or as otherwise directed by the Commission Chair.

5. PUBLIC HEARINGS
ORDER OF PROCEEDINGS FOR PUBLIC HEARING ITEMS:

Staff presentation.
Disclose any Commissioner communications.
Applicant presentation.
Questions from the Commission.
Open meeting to the public:
Written communications
Public comment
Any rebuttals to be heard
Questions of the public or applicant the from Commission.
Public hearing to be closed.
Discussion and decision on the item.

5.a FORMER SEARS BUILDING REMODEL DOWNTOWN PERMIT
Property Location: 226 EAST MAIN STREET

Review of a Downtown Permit (DT2023-0012) for Shasta 2020, LP to remodel a former 114,000-square-foot Sears Roebuck department store building to: 1) relocate the existing outdoor loading dock, 2) divide the store building for multiple tenants, 3) construct a separate entrance for upper level tenants, 4) interior and exterior construction for a proposed 49,000-square-foot full service grocery store on the lower level, and 5) parking, landscaping, and common area improvements on a 5.39-acre project site in the town center district of the Downtown Specific Plan.

Environmental: The project was adequately covered in a previously certified Final Environmental Impact Report (EIR) for the Santa Maria Downtown Specific Plan (SCH 2007041105) pursuant to California Environmental Quality Act State Guidelines Section 15162.

Planner Contact: Carol Ziesenhenne, 805-925-0951 ext. 1607;

mailto:cziesenhenne@cityofsantamaria.org

RECOMMENDATION:
By motion, recommend the City Council approve Downtown Permit (DT2023-0012).

5.b RESIDENTIAL OBJECTIVE DESIGN STANDARDS

The City of Santa Maria Planning Commission will conduct a public hearing to consider a resolution recommending to the City Council adoption of the Residential Objective Design Standards (SP2023-0003), applicable to future single-family developments of two or more units, multi-family projects, and residential mixed-use development projects throughout the City, and which are established to provide more certainty to developers and members of the public regarding the expectations for the design of housing development projects within Santa Maria. The project qualifies for an Exemption pursuant to Section 15061(b)(3) (common sense exemption) of the California Environmental Quality Act (CEQA) State Guidelines. Additionally, or alternatively, this Resolution is exempt from CEQA under CEQA Guidelines Section 15060(c)(2).

RECOMMENDATION:

By Resolution, recommend that the City Council adopt the Objective Residential Design Standards (SP2023-0003)

STAFF: Frank Albro, (805) 925-0951, ext. 2379

falbro@cityofsantamaria.org

6. OTHER BUSINESS

Oral Reports from the Planning Commission and staff.

7. ADJOURNMENT

Next Study Session: April 17, 2025
Next Public Hearing: April 16, 2025

8. ANNOUNCEMENTS

DISCLOSURE:

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REASONABLE ACCOMMODATION:

To receive reasonable accommodation under the Americans with Disabilities Act during the meeting, please notify the Community Development Department of what you need *during business hours* at least 48 hours in advance of the meeting. The Community Development Department office is at 110 South Pine Street, Santa Maria; 805-925-0951, ext. 2244. The City will give primary consideration to your request in providing assistance. Examples of assistance may include exhibits in large-sized format, use of assisted listening equipment, use of the California Relay Service, texting by cellular phone, or the services of a live interpreter. Assisted listening equipment can also be used for interpretation by Spanish-only speaking persons. To allow the City to coordinate and request a Spanish interpreter from the volunteer corps, contact the Office of the City Clerk at (805) 925-0951 x2307 by 1:00 p.m. on Monday before the meeting. Equipo también puede ser utilizado para la asistencia de interpretación para esas personas que solamente hablan español. Para permitirle a la Ciudad que coordine y solicite un interprete de un grupo de voluntarios, llame al (805) 925-0951 extensión 2307 a la 1:00 de la tarde el lunes antes de la junta.

PLANNING COMMISSION MEETING MINUTES

CITY OF SANTA MARIA, CALIFORNIA

March 19, 2025, 5:30 p.m.
City Hall Council Chambers
110 East Cook Street
Santa Maria

Members Present:	Commissioner Esau Blanco, Commissioner Yasameen Mohajer, Commissioner Tim Seifert, Commission Chair Robert Dickerson
Staff Present:	Planning Division Manager Dana Eady, Assistant City Attorney Heather Whitham, Principal Civil Engineer Mark Mueller, Principal Planner Frank Albro, Assistant Planner Greg Vine, Recording Secretary Tracy Rosas

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1. PLEDGE OF ALLEGIANCE

Commissioner Blanco led the Pledge of Allegiance.

2. CALL TO ORDER/ROLL CALL

Commissioners Esau Blanco, Yasameen Mohajer, Tim Seifert and Commission Chair Robert Dickerson present.

Commissioner Tom Lopez absent.

Chair Dickerson called the meeting to order at 5:30 p.m.

3. APPROVAL OF MINUTES

Approve the minutes of the Planning Commission for the meeting of February 5, 2025.

Motion carried unanimously

4. PUBLIC COMMENT PERIOD

Each member of the audience may address the Commission on any subject within the Commission's business that is not on the agenda. Each member of the audience is limited to discussion of three minutes or as otherwise directed by the Commission Chair.

There were no requests to speak.

5. PUBLIC HEARINGS

ORDER OF PROCEEDINGS FOR PUBLIC HEARING ITEMS:
Staff presentation.
Disclose any Commissioner communications.
Applicant presentation.
Questions from the Commission.
Open meeting to the public:
- *Written communications*
- *Public comment*
- *Any rebuttals to be heard*

Questions of the public or applicant the from Commission.
Public hearing to be closed.
Discussion and decision on the item.

5.a WEYRICK LUMBER PLANNED DEVELOPMENT PERMIT AMENDMENT AT 1306 WHITE COURT

Review of a Planned Development Permit Amendment (A2024-0012) for Weyrick Lumber to construct four new pole supported 4,500-square-foot lumber storage canopies and site improvements on a combined 1.88-acre site in a PD/M-1 (Planned Development/Light Industrial and PD/M-2 (Planned Development/General Manufacturing) zoning district. This project qualifies as a Class 32 (In-fill Development) Categorical Exemption pursuant to Section 15332 of the California Environmental Quality Act (CEQA) Guidelines.

RECOMMENDATION:

Approve the Planned Development Permit Amendment, A2024-0012.

STAFF: Greg Vine, (805) 925-0951, ext. 2415; gvine@cityofsantamaria.org

Moved by: Commission Chair Tim Seifert
Seconded by: Commissioner Esau Blanco

For (4): Commissioner Esau Blanco, Commissioner Robert Dickerson, Commissioner Yasameen Mohajer, and Commission Chair Tim Seifert

Absent (1): Commissioner Tom Lopez

Motion carried by a recorded vote (4 to 0)

5.b ZONING TEXT AMENDMENTS FOR BATTERY ENERGY STORAGE SYSTEMS (BESS), TITLE 12 OF THE CITY OF SANTA MARIA MUNICIPAL CODE

Review of Zoning Text Amendments (Z2025-0002) amending Title 12 – Zoning, to add a new definition for Battery Energy Storage Systems (“BESS”) to Chapter 12-2, limiting their location to the City’s General Manufacturing District contained in Chapter 12-17 with a Conditional Use Permit and/or Planned Development Permit, and establishing specific development standards for certain BESS uses. The proposed Zoning Text Amendments are exempt from the requirements of the California Environmental Quality Act (CEQA) per CEQA Guidelines Sections 15061(b)(3), 15307, and 15308

RECOMMENDATION:

By Resolution, recommend that the City Council approve Zoning Text Amendment Z2025-0002.

STAFF: Frank Albro, (805) 925-0951, ext. 2379; falbro@cityofsantamaria.org

James Austin, Santa Maria Fire Marshal, addressed the Planning Commission's questions regarding Fire Codes, smoke plumes, and keeping up with technology.

Public Comment:

Rienk Ayers, Santa Maria, addressed the Planning Commission regarding State requirements for battery storage systems.

Moved by: Commissioner Robert Dickerson
Seconded by: Commissioner Esau Blanco

For (4): Commissioner Esau Blanco, Commissioner Robert Dickerson, Commissioner Yasameen Mohajer, and Commission Chair Tim Seifert

Absent (1): Commissioner Tom Lopez

Motion carried by a recorded vote (4 to 0)

6. REGULAR BUSINESS

Oral Reports from the Planning Commission and staff.

7. ADJOURNMENT

Next Study Session: March 20, 2025
Next Public Hearing: April 2, 2025

There being no further business, Chair Dickerson declared the Planning Commission meeting adjourned at 7:47 p.m.

8. ANNOUNCEMENTS

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Dana Eady, Assistant Secretary

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Robert Dickerson, Planning Commission Chair

CITY OF SANTA MARIA
PLANNING COMMISSION STAFF REPORT
APRIL 2, 2025

FORMER SEARS BUILDING REMODEL DOWNTOWN PERMIT

Property Location: 226 EAST MAIN STREET

Review of a Downtown Permit (DT2023-0012) for Shasta 2020, LP to remodel a former 114,000-square-foot Sears Roebuck department store building to: 1) relocate the existing outdoor loading dock, 2) divide the store building for multiple tenants, 3) construct a separate entrance for upper level tenants, 4) interior and exterior construction for a proposed 49,000-square-foot full service grocery store on the lower level, and 5) parking, landscaping, and common area improvements on a 5.39-acre project site in the town center district of the Downtown Specific Plan.

Environmental: The project was adequately covered in a previously certified Final Environmental Impact Report (EIR) for the Santa Maria Downtown Specific Plan (SCH 2007041105) pursuant to California Environmental Quality Act State Guidelines Section 15162.

Planner Contact: Carol Ziesenhenne, 805-925-0951 ext. 1607;
cziesenhenne@cityofsantamaria.org

RECOMMENDATION:
By motion, recommend the City Council approve Downtown Permit (DT2023-0012).

BACKGROUND

The applicant, Mark Gabay on behalf of Shasta 2020, LP, proposes to remodel an existing 114,000-square-foot former Sears Roebuck department store building to accommodate a full-service grocery store tenant (El Super), two secondary anchor tenants, and four smaller-scale retail spaces. A component of the building remodel includes relocating an existing loading dock for the grocery store tenant, adding an additional loading dock for the future secondary tenants, and renovating the parking lot and common landscaped areas.

The 5.39-acre project site is located at the southwest corner of Main Street and Miller Street and is in the SP/Town Center and Gateway District of the Downtown Specific Plan (Attachment A – Vicinity Map). The Santa Maria Town Center mall adjoins and connects to the existing two-story commercial building. Commercial uses surround the project site on all four sides, including a Town Center parking structure to the west, retail shops across Main Street to the north, and small offices to the east. All these uses are also within the Downtown Specific Plan.

The Downtown Specific Plan uses both the project's location and proposed floor area to determine which decision-making body (Zoning Administrator, Planning Commission, or City Council) shall make the determination on any Downtown Permit application. This project site is located within a "major corridor" of the downtown, and the corner of the parking lot along Main Street and Miller is considered a "critical corner". Since the project is over 10,000-square -feet in size, a Downtown Permit that is reviewed by the Planning Commission for a recommendation to the City Council for final determination is required.

Downtown Revitalization Committee

This project was reviewed by the Downtown Revitalization Committee on February 12, 2025. At this meeting, the Committee received a presentation from staff and discussed all aspects of the project including the project's proposed re-use of the former department store, the project's site plan, floor plan, and overall building design. Committee members asked questions about vehicular site circulation, the proposed loading dock locations and accessibility, the connection between the project and the mall, and the proposed second floor promenade facing Miller Street. After considering the information presented, Committee members' comments regarding the project were positive.

DISCUSSION

The applicant has applied for a Downtown Permit to remodel an existing 114,000-square-foot former Sears Roebuck department store in the Town Center East Mall. The existing two-story building was approved under the Town Center Redevelopment Project and was constructed in 1986. Sears Roebuck occupied the building until 2020. Since its closure, the building has remained unoccupied.

The project proposes to divide the building to accommodate multiple tenants including a 51,117-square-foot ground-floor El Super grocery store, and two approximately 24,000-square-foot second floor tenant spaces, and up to four smaller tenant spaces (800-square-feet each) fronting the eastern portion of the building along Miller Street in the former Sears Tire Center.

Downtown Specific Plan

The Santa Maria Downtown Specific Plan (DTSP) establishes a vision, regulations, and guidelines to revitalize, beautify, and redevelop the downtown core of the City of Santa Maria. The project meets the intent of the Specific Plan by reusing an existing vacant retail building, and proposing site, architectural and landscaping improvements. The project provides the following improvements encouraged by the Downtown Specific Plan:

- New large storefront openings on Miller Street. This will activate the Miller Street frontage.
- Refreshed existing parking lot landscaping with drought-tolerant plantings of trees, shrubs and groundcovers, and new potted plants at the building storefront entrances.
- Proposed street trees where there are gaps in the existing street tree canopy.
- A well painted building, where the architectural style connects smoothly with the existing Town Center building.

- Pedestrian amenities include outdoor seating and dining opportunities, bicycle racks, and pedestrian paths from the street to the building entrances. New pedestrian walkways wrap around the outside of the building.
- Additional architectural features such as awnings, crown molding, and use of additional building materials such as tile.

Floor Plan and Land Uses

El Super grocery store will occupy the entirety of the ground floor anchor space and is a full-service supermarket with grocery, produce, seafood, fresh meat, frozen food, dairy, alcoholic beverages, bakery, and tortillaría departments. This floor plan will also include a restaurant component with a counter for ordering and tables for dining in. Primary ingress and egress will be provided from the parking lot, however, interior access from El Super into the Town Center Mall will also be provided.

The interior escalators connecting the first and second floors of the former Sears will be removed. The openings between the floors will be filled in to create fully independent tenant spaces. The second level floor plan includes new openings in the building with a new shared lobby and open-air terrace facing Miller Street. A partition wall would be proposed to run east to west to accommodate up to two 24,000-square-foot tenant spaces. While these spaces have yet to be leased, retail commercial, restaurant, or entertainment uses could all be considered via an administrative Downtown Permit to be approved by the Zoning Administrator. As a Condition of Approval (No. 21 of Attachment B), Staff recommends, as an incentive for the project, that the City Council authorize future Downtown Permits on the site to be administrative when otherwise a public hearing would be required.

The former Sears Tire Center bays are proposed to be remodeled and repurposed to accommodate potential retail commercial, restaurant, or entertainment uses. Up to four approximately 775-square foot tenant spaces would be created. These spaces would be remodeled with storefront windows and are sized to accommodate smaller-scale “mom and pop” businesses. If a business had a need for a larger tenant space, there would be flexibility to occupy two or more suites. These storefronts would open onto a 20-foot-wide walkway/promenade that could accommodate outdoor dining shielded from Santa Maria’s winds.

Architecture

The existing building is constructed of concrete split-face masonry block with a 20-foot-tall arched covered breezeway along the northerly and westerly building exteriors, topped by S-tile mansard roof elements. The existing easterly building exterior is occupied by a similar S-tile mansard but includes garage bays rather than a breezeway. The applicant proposes modifying the northerly breezeway to a contemporary architectural style. This elevation would be updated while retaining some of the design elements prevalent in the Town Center area, such as S-tile roofing and ceramic tile base accents. New stucco is proposed along the covered breezeway, which will be revised to present the clean lines prevalent in the contemporary modern style.

The easterly elevation facing Miller Street is to be transformed from a former tire center to a dual-level pedestrian promenade with large storefront windows that open to the wide walkway, parking lot and the public street beyond. The S-tile mansard roof over the ground floor is to be removed and replaced with pedestrian metal railings for the second-floor open air terrace and second-floor storefront windows behind. A cohesive color scheme is proposed on all three exterior elevations. A common color scheme includes the sand-colored split face block, and dark grey accents on the cornices, guard rails and storefront windows.

Parking

According to the Parking Incentive Map (Figure 8, page 45) of the Downtown Specific Plan, the subject property is within Parking Incentive Zone A (within 700 feet of a City parking lot/structure). There are no parking requirements for the retail commercial uses proposed by the project within this parking incentive zone. However, the project provides 237 parking spaces on site for use by customers and employees. Bicycle parking is offered near the building entrances. The project is conditioned to require additional onsite bicycle parking in accordance with the City's adopted Active Transportation Plan.

Traffic Circulation

A Traffic, Circulation and VMT study was prepared by Associated Transportation Engineers (ATE) for the project and was reviewed by Public Works Engineering Division and Planning Division staff. The existing loading docks on the northeast corner of the building are proposed to be removed and relocated to the southwest corner of the building where existing mall loading and delivery activities occur along Town Center Drive. A question that was raised at the Downtown Revitalization Committee was regarding semi-truck access in, around, and out of the site. There was concern by the committee that there was insufficient maneuverability in the proposed loading bay locations. The applicant has responded to this concern by providing a truck route exhibit (Sheet A-101 of the Plan set, Attachment C of this staff report), which demonstrates each turning movement depending on truck direction and route. The pedestrian bridges from the parking structures to the project building and the mall are confirmed to be highway rated and a semi-truck can pass through without issue. Three loading docks are proposed on the western side of the building. Two of the loading docks are interior or partially interior to the building. The third loading dock is exterior to the building, which requires the truck to parallel park along the building face. This space is approximately 67-feet-long and could accommodate a semi-truck with a 45-foot-long trailer without intruding into the drive aisle.

The automobile delay (Level of Service or LOS) in the surrounding intersections with the project would meet the City's LOS D standard, which was the standard studied in the EIR for the Downtown Specific Plan. The project would not create any substantially more severe effects than what was previously addressed in the EIR. LOS is no longer a significant impact as a matter of law. Vehicle Miles Traveled exceeding an applicable threshold of significance may indicate a significant impact according to the CEQA Guidelines. As discussed in the ATE study, this is a redevelopment project where the proposed use would replace a use that generates Vehicle Miles Traveled (VMT), there would be no net increase in overall VMT. Therefore, the project would not create any new

or substantially more severe traffic impacts than what was previously examined in the EIR.

Landscape

The project proposes reorienting the northwest parking lot to allow grocery store patrons access to the store entrance with shopping carts. The landscape planters in this area are proposed to be removed and new planters are proposed with new landscaping. Fifteen pear trees are requested for removal. The City Arborist has accepted these trees for removal and has required large-sized replacements. The large mature magnolia and eucalyptus trees on the eastern side of the parking area are to be protected in place, and a tree protection plan is required to be approved by the Community Development Department and Recreation and Parks Department prior to permit issuance. Fifty-nine new trees are proposed.

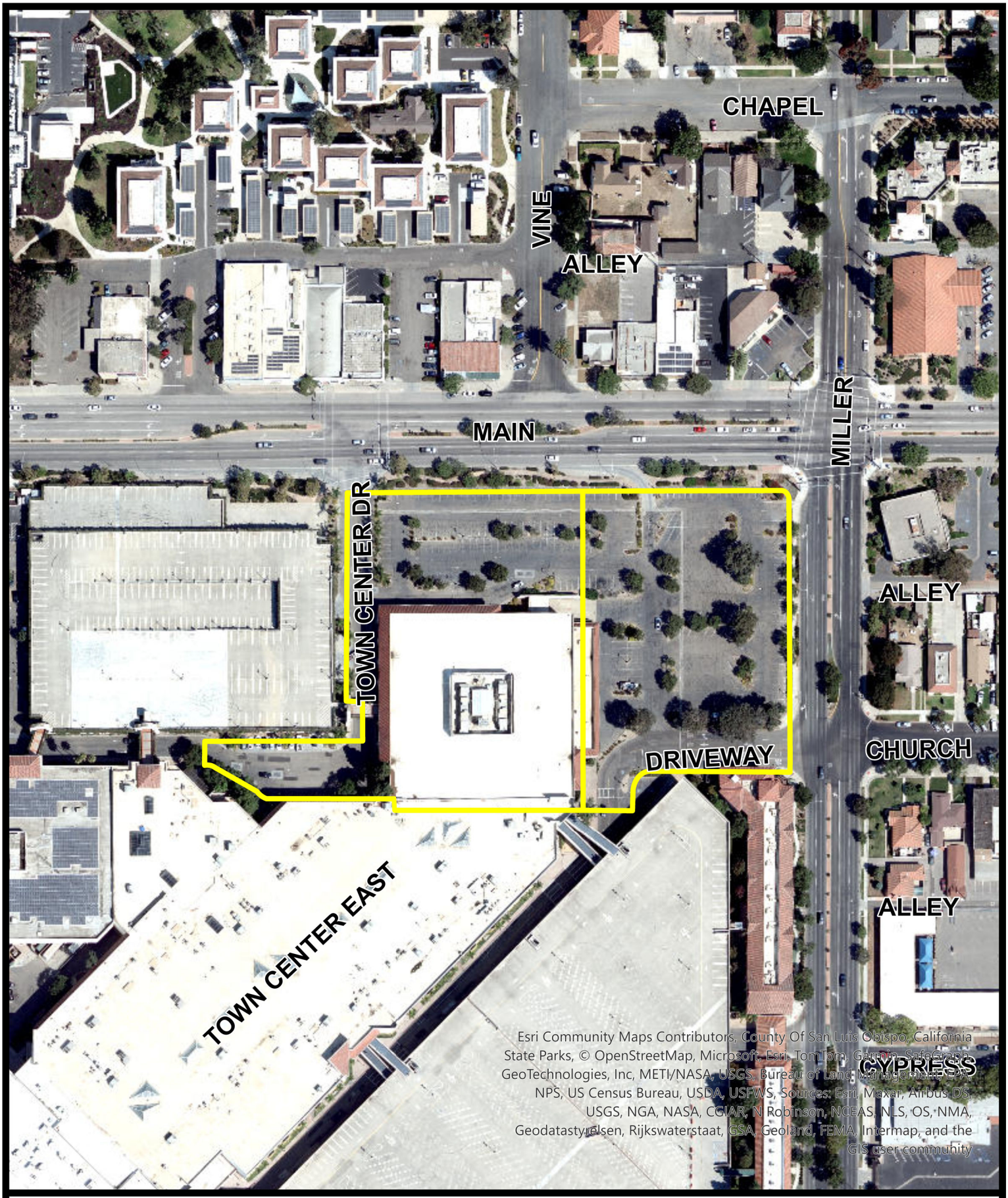
Environmental

The project was adequately covered in a previously certified programmatic Final Environmental Impact Report prepared for the Santa Maria Downtown Specific Plan (SCH 2007041105) pursuant to California Environmental Quality Act (CEQA) State Guidelines Section 15162, which states that when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record: (1) substantial changes are proposed in the project that will require major revision of the EIR; (2) substantial changes occur in the circumstances under which the project is being undertaken that will require major revisions in the EIR; or (3) new information of substantial importance to the project that was not known and could not have been known at the time the EIR was certified as complete becomes available.

None of the conditions specified in CEQA Section 15162 requiring the preparation of a subsequent EIR have occurred with the proposed project. Therefore, the proposed project may rely on the previously certified programmatic Final Environmental Impact Report prepared for the Santa Maria Downtown Specific Plan (SCH 2007041105) as adequate environmental review under CEQA. No further environmental review is required.

Attachments

- A – Vicinity Map
- B – Permit
- C – Plan Set
- D – Traffic, Circulation and VMT Study



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Project Site

0 100 200 400 Feet

VICINITY MAP
ATTACHMENT A

CITY OF SANTA MARIA

DOWNTOWN PERMIT

PLANNING DIVISION • 110 SOUTH PINE STREET ROOM 101 • SANTA MARIA, CA 93458 • 805.925.0951 X 2244

PERMIT NO. **DT2023 – 0012**

APPROVAL DATE **April 2, 2025**

PROJECT NAME **Remodel of Former Sears Building**

APPLICANT/OWNER **The Charles Company / Shasta 2020 LP**

ADDRESS/LOCATION **226 East Main Street**

DESCRIPTION **Downtown Permit (DT2023-0012) for Shasta 2020, LP to remodel a former 114,000-square-foot Sears Roebuck department store building to: 1) relocate the existing outdoor loading dock, 2) divide the store building for multiple tenants, 3) construct a separate entrance for upper level tenants, 4) interior and exterior construction for a proposed 49,000-square-foot full service grocery store on the lower level, and 5) parking, landscaping, and common area improvements on a 5.39-acre project site in the town center district of the Downtown Specific Plan.**

FINDINGS

The Planning Commission of the City of Santa Maria hereby recommends the City Council approve the following project in accordance with the application submitted and hereby recommends the City Council make the required findings in accordance with the Downtown Specific Plan, including the following:

A. The project meets the vision and intent of the Downtown Plan and the Gateway/Town Center Districts in which it is located by providing:

1. A renovated commercial building with clear pedestrian access points from the street to the clearly defined building entrances. A public transit stop is to be provided by the project on Miller Street, and the project will provide an accessible pedestrian way to the building entrances.
2. A culturally rich environment that reflects the character and community of Santa Maria through its events, public art, and design elements. The project's refreshed building exterior orients tenant spaces to the exterior to activate the Miller Street frontage. The project purposefully creates new outdoor spaces for Santa Marians and visitors to enjoy. This design introduces opportunities for public art and small-scale community events along the Miller Street building frontage.

3. entertainment opportunities through the creation of a second-floor promenade where outdoor dining, lawn games, acoustic music, public art or other forms of outdoor entertainment could be held. A variety of landscaping is provided throughout the site in the form of planted landscape areas, planter boxes, and canopy trees.
4. The remodel of the large department store to divide the space into a variety of tenant spaces will invite new businesses downtown by providing space flexibility to future tenants.
5. The full-service grocery store will provide the surrounding community with fresh food and convenience amenities for the residents, workers, and visitors in the Downtown and surrounding neighborhoods.

B. That the site for the proposed project is adequate in size to accommodate the project because the project is a reuse of an existing 114,000-square-foot former department store building with enough square footage, land area, and parking to accommodate the proposed full-service grocery store and minor tenant spaces on the ground floor, and commercial or service uses on the second floor. No expansion to the site layout is proposed.

C. The project will not have adverse effects on abutting properties, since the setbacks are consistent with adjacent development and the proposed grocery store use will add to the mix of downtown land uses envisioned by the Downtown Specific Plan. The grocery store will provide the necessary amenities for the surrounding land uses in the downtown core by offering fresh food, ready-made meals, and other daily necessities for the residents and workers downtown. The future commercial uses in the other tenant spaces will be required to comply with the performance standards applicable to commercial land uses and will be reviewed by the Zoning Administrator via subsequent administrative Downtown Permits prior to Business License issuance. The project will provide 237 parking spaces on-site. There are a total of 1,080 parking spaces within the adjacent parking structure to the west of the project, and additional parking in the structure to the south of the project. The project includes and is conditioned to provide secured bicycle parking facilities on site, and a condition of approval requires the applicant to provide improvements to install a transit stop on Miller Street.

D. The project will not be detrimental to the health, safety, or public welfare of persons residing or working in the vicinity of the project, injurious to property or improvements in the vicinity of the project, or its orderly development. The project will not result in any significant environmental impacts, including cumulative impacts. The project includes commercial uses that are consistent with the Downtown Specific Plan and the Gateway and Town Center Districts, and the project is not of a scale or intensity that will cause significant impacts. The site and project layout has been designed to meet safety requirements including visibility at intersections and Emergency access, and the development of the project is subject to Building, Fire, and other applicable Codes. The project will not create a noise impact as any construction-related noise would be temporary, and the promenade for commercial tenants would be subject to the Noise Ordinance, and commercial/Industrial performance standards (SMMC Chapter 12-33) as well.

E. The intensity of the project and/or the intensity of the structures is not detrimental to the public welfare, adjoining properties, and the orderly development of the area because the size, scale and aesthetics of the building is consistent with the intensity of development anticipated by the Downtown Specific Plan and the Gateway District. The building is existing and is not planned to expand or enlarge beyond the existing footprint, which includes the existing exterior loading bay on the northeast corner of the building. The building height is not proposed to increase significantly beyond the existing 40-foot height, and the building would be well below the 70-foot height maximum allowed in the Gateway District of the Downtown Specific Plan.

F. The project adheres to the applicable Special Downtown Permit findings which include:

1. The project will have an inviting, pedestrian-friendly entrance from the street with large store front windows. New large storefront openings are proposed on Miller Street.

2. The project will have abundant landscaping in the form of raised planter boxes, street trees, and in-ground landscape planters with irrigation. The project proposes refreshed existing parking lot landscaping with drought-tolerant plantings of trees, shrubs and groundcovers, and new potted plants at the building storefront entrances. Street trees are proposed where there are gaps in the existing street tree canopy.

3. The project will have newly painted buildings with a cohesive color theme and architectural style. The building will be painted and the building elevations updated so the architectural style connects smoothly with the existing Town Center building.

4. The project will have pedestrian amenities such as: outdoor dining, benches, seating. Pedestrian amenities proposed include outdoor seating and dining opportunities, bicycle racks, and pedestrian paths from the street to the building entrances. New pedestrian walkways wrap around the outside of the building.

5. The project has incorporated two or more architectural features in keeping with the architectural style of the buildings. Additional architectural features such as awnings, crown molding, and use of additional building materials such as tile.

G. The reuse project qualifies for incentives established by the Downtown Specific Plan because the project substantially meets five Special Downtown Permit Findings.

H. The project was adequately covered in a previously certified Final Environmental Impact Report for the Santa Maria Downtown Specific Plan (SCH 2007041105) pursuant to California Environmental Quality Act State Guidelines Section 15162. None of the conditions specified in Section 15162 requiring the preparation of a subsequent EIR have occurred. No further environmental review is required.

CONDITIONS OF APPROVAL

The project is approved subject to the following Conditions of Approval:

Community Development Department

1. Project Description: The permittee shall comply with the project description, plan set entitled "Santa Mara Façade Improvements" consisting of 16 pages dated January 21, 2025, and Conditions of Approval of this permit. Any changes from the project description, plan set, or conditions shall require a permit amendment. Contact the Planning Division prior to changing anything on-site. The property shall be sold, leased or financed in compliance with this project description, plan set, and Conditions of Approval.

2. Architectural Elements: All architectural elements such as parapet walls, tower features, and architectural features shall include architectural details on all sides to provide 360-degree architecture and eliminate the appearance of a false façade.

3. Landscape Plan: New and refurbished landscaping shall require a Landscaping Plan which includes the size and species of plants, a layout of the irrigation system incorporating time clocks and/or moisture sensors, and a maintenance and watering schedule. The plan shall be submitted to the Community Development Department for review and/or building permits. The landscape plan shall be in accordance with Chapter 44 of the Municipal Code, Landscape Standards. Backflow prevention devices shall be screened with plant material and located to maximize aesthetics. The plan will contribute to the Downtown Plan's goal of creating an aesthetically pleasing and drought tolerant streetscape.

4. Color and Materials: A sample of all paint colors and materials to be used on the project site shall be submitted to the Planning Division for review for consistency with City Council approval prior to issuance of building permits. Paint colors shall be provided in the form of paint chips.

5. Incentives: The incentives available for this project are based on how much the project conforms to the design guidelines and standards of the Downtown Specific Plan. The incentives available are:

    a. Minor modifications to the site and exterior of the building as well as new tenants in the commercial units may be done with administrative amendments to this Downtown Permit.

6. Ongoing Site Maintenance: The entire site shall be permanently maintained free of accumulated dirt and litter and in an otherwise neat and attractive manner and adhere to the requirements of the Santa Maria Municipal Code. Any graffiti on the property shall be promptly painted out. All landscaping areas on the property and in the public parkway shall be permanently maintained with healthy, growing plant material, free from weeds. Dead or dying plant material shall be replaced within one month of plant deterioration. The maintenance of landscape and irrigation will be according to agreement executed between the Town Center East shareholders and the City of Santa Maria.

Failure to comply with this condition is a public nuisance and is subject to the adopted Citation Ordinance of the City of Santa Maria.

7. Tenant Improvements: Modifications to the building require building permits. Contact the Building Division to determine if building permits are required. A pre-plancheck conference may be scheduled with a plans examiner before submitting building plans for plancheck. The applicant and/or architect may contact the Building Division to schedule a time and date.

8. Parking:

   a. The on-site, off-street parking area and access shall be paved and double striped in accordance with City parking standards. The parking area shall be maintained and regularly resealed and restriped. Please note that a building permit is required for restriping. The striping shall be visible at all times and the parking area shall be void of potholes and depressions.

   b. Parking in the adjacent City-owned parking garage is available for the Project, subject to the property owner participating in a property-based business improvement district and/or other mechanism for the collection of fees to pay for parking improvement and maintenance.

9. Reciprocal Easement Agreement. The property owner shall enter into a revised Reciprocal Easement Agreement (REA) to support the City and private sector's shared vision for the future of Downtown Santa Maria. The revised REA will include updated terms, including but not limited to: incorporating housing as a permitted use, parameters for overnight parking to accommodate new residential development, parking lot security, the opportunity to charge parking fees, participation by REA stakeholders in the costs to operate and maintain shared parking facilities on a pro rata basis, modernized signage guidelines, and updated parking ratios.

10. Bike Racks/Storage: Bike racks and/or storage shall be installed. The location, design and number shall be approved by the Planning Division during the building permit review process in accordance with the recommendations of the Active Transportation Plan (ATP).

    a. Bicycle rack styles may be selected using The Association of Pedestrian and Bicycle Professionals (APBP) "Essentials of Bike Parking" guide.

    b. The number and type (short-term and long-term spaces) of required bike racks will be determined using Table 17: APBP Recommended Bicycle Parking Standards of the ATP.

11. Trash Enclosure: Each trash receptacle shall be stored in an enclosure. The final development plan submitted for the building permit shall specify size and location of all trash collection areas and the enclosure shall be constructed in accordance with the approved plan. The location and design shall be approved by the Community Development Department and the Public Works Department. The

trash enclosure shall meet City Standards as well as be designed in keeping with the architecture and style of the project.

Trash areas that are located adjacent to parking spaces shall be set back a minimum of ten feet to provide sight-distance for automobiles backing out of the parking space.

12. Landscape and Tree Maintenance: If not already provided via a separate document or agreement for landscape maintenance of the property, the applicant shall develop landscape and tree maintenance standards that shall be provided to any landscape contractor hired to work on the site. The standards shall be reviewed and approved by the Planning Division prior to first occupancy. The program shall require:

    a. All on-site trees be properly maintained to retain a natural shape and size for the long-term health of the tree consistent with the natural growth pattern of its particular species and current ANSI A300 standards;

    b. Landscape contractors must consult with the City prior to tree trimming, except in emergency situations;

    c. Any tree topped, severely pruned or severely thinned out, subject to the determination of the Planning Division, shall require a large-size replacement;

    d. Ground cover and shrubbery shall be regularly maintained and pruned in a manner that encourages healthy growth and flower production. Shrubs shall not be severely sheered or formed into unnatural shapes.

13. Tree Planting: The project shall provide the trees depicted on the landscape plan. The trees species selected shall be subject to Planning Staff review according to City Council approval. Trees shall be a minimum of 24-inch box size.

14. Light Standards: All on-site lighting shall comply with the Municipal Code Performance Standards. A photometric plan is required at the building permit stage, subject to Planning Division approval.

15. Utilities: All electrical, telephone, television and communication utility distribution and services wires shall be placed underground in accordance with Santa Maria Municipal Code Section 12-28.06. The proposed locations of all transformer boxes and utility equipment shall be approved by the Planning Division prior to installation. All transformer boxes and utility equipment shall be underground wherever feasible. If undergrounding is not possible, the equipment should be painted to match the surroundings, placed in inconspicuous areas out of public view, and screened with landscape plantings.

16. Mechanical Equipment: Mechanical equipment located on the roof of a building shall be completely screened. The height of the screening shall be as high, or higher, than the top of the mechanical equipment. The screening may be provided by an architecturally designed screen wall of solid material surrounding the equipment, or by the building wall parapet to be reviewed by the Planning Division during the plancheck process.

17. Shopping Carts: Any tenant requiring shopping carts will need to provide a cart collection process approved by the Planning Division. This may require the installation of architectural designed cart enclosures on the site in keeping with the design of the project. The design and location of the cart enclosures shall be reviewed and approved by the Planning Division. A cart guard method for controlling cart migration off-site (such as GPS Geofencing) shall also be incorporated.

    a. The applicant and future grocery store tenant are advised that additional cart enclosures are required on the easterly side of the parking lot to discourage cart migration, subject to review and approval by the Community Development Department during the plancheck process.

18. Outdoor Display: Outdoor display and storage shall comply with Section 12-13.16 of the Municipal Code.

19. Performance Standards: The requirements of the City's performance standards with respect to odor, noise, smoke, vibration and discharge of liquid and solid waste shall be maintained.

20. Health Department Requirements: Detailed plans shall be submitted to the Santa Barbara County Health Department for review and approval prior to approval and issuance of a building permit where required for individual Tenant Improvements.

21. Signs: Signs for the property, including temporary signs, must meet the requirements of the City Sign Code, and a separate sign permit is required for all proposed signs.

22. Business License: A City business license is required.

23. Mitigation Monitoring and Reporting Program: All applicable mitigation measures in the Mitigation Monitoring and Reporting Program for the previously certified Final Environmental Impact Report for the Santa Maria Downtown Specific Plan (SCH 2007041105) are hereby incorporated and attached by reference.

24. Indemnification: The applicant shall agree to indemnify, defend (with counsel reasonably approved by the City), and hold harmless the City of Santa Maria and its officers, officials, employees, and agents from and against any and all claims, demands, actions, proceedings, lawsuits, losses, damages, judgments and/or liabilities by third parties arising out of, related to, or in connection with the project application or to attack, set aside, void, or annul, in whole or in part, an approval of the project application by the City and any related environmental approvals, development approvals or project conditions. The Applicant shall reimburse the City, its agents, officers, officials, or employees, for any court costs and attorney's fees that the City, its agents, officers, officials, or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve Applicant of his/her obligations under this provision.

25. Agency Requirements: The applicant shall ascertain and comply with all Federal, State, County and City requirements are applicable to this project.

26. Construction Documents: A copy of these conditions shall be incorporated into all construction documents.

Fire Department

27. Key Box: A Santa Maria Fire Department (SMFD) approved key box shall be provided at the main entrance to each building/tenant space. The box shall contain all keys necessary to allow Fire Department access to all portions of the building or tenant space.

    a. The box shall be installed in accordance with the manufacturer's specifications and placed so the bottom of the box is 60 inches above the adjacent grade. The proposed location of the box shall be shown on plans.

    b. Key box application is available online at http://www.ci.santa-maria.ca.us/40463-KnoxBoxRequestForm.pdf. The key box shall be ordered prior to occupancy request.

    c. Knox Box 3200 Series is the minimum acceptable box for commercial installations. Knox boxes identified as "Residential" shall not be used for commercial applications.

28. Address Numbers: Numbers shall be clearly visible from the centerline of the roadway fronting the building and shall contrast with their background. Number height shall be a minimum of 12 inches for commercial buildings.

29. Fire Lane Signs. "No Parking, Fire Lane" signs shall be posted at entrances. Signs shall be designed per SMFD Development Guidelines. All curbing in a designated Fire Lane or fire access way shall be painted red with “Fire Lane, No Parking” graphics stenciled every 100 linear feet or as otherwise designated on approved plans.

30. Tenant Improvements: Tenant improvements to the existing building shall be submitted under a separate permit in accordance with the California Building and Fire Codes and City standards.

31. Fire Sprinkler Systems: Alterations to the automatic fire sprinkler system shall be submitted under a separate permit in accordance with the CFC and NFPA 13.

32. Fire Alarm System: Alterations to the existing fire alarm system shall be submitted under a separate permit in accordance with the CFC and NFPA 72 standards.

33. Emergency Responder Radio Coverage: Existing buildings shall have approved radio coverage for emergency responders within the building based on the existing coverage levels of the public safety communication systems utilized by the jurisdiction, measured at the exterior of the building in accordance with CFC 510.2.

Public Works Department

ENGINEERING CONDITIONS

34. Caltrans Conditions: Comply with all Caltrans comments and conditions imposed and identified as project impacts to Caltrans highways.

35. Dedicate Public Utility Easement: To allow for continued orderly development of Santa Maria's downtown, property owner shall dedicate a Public Utility Easement (PUE) to allow for the construction, operation, and maintenance of Public Utilities such as water, sewer, and storm drains. Where existing public utilities cross the site (both 125-320-038 & 125-320-015), a 10' wide PUE shall be dedicated, with the centerline of the easement coincident with the alignment of the public utility line. Additionally, a PUE shall be dedicated along the private roadway alignment known as Town Center Drive, from the intersection with Main Street (SR-166) to the southerly terminus/westerly property line of 125-320-038.

36. Building Plans: At the time of building plan submittal, the developer shall identify the following items on the site or utility plan for the subject project:

    A. Location and sizes of all existing water mains, sewer mains, water meters, water service lines, backflow prevention devices, private sewer lateral connections, and storm drainage facilities in abutting streets or on the project site.

        i. Each unit or lot shall be served by a sanitary sewer system, adequate domestic water system, natural gas, electric, and telephone facilities. Cable television facilities shall be provided pursuant to Chapter 15 of Title 9 of Santa Maria's Municipal Code.

    B. Location and sizes of all proposed water mains, sewer mains, water meters, water service lines, backflow prevention devices, private sewer lateral connections, and storm drainage facilities in abutting streets or on the project site.

        i. Each unit or lot shall be served by a sanitary sewer system, adequate domestic water system, natural gas, electric, and telephone facilities. Cable television facilities shall be provided pursuant to Chapter 15 of Title 9 of Santa Maria's Municipal Code. If these are not existing, they shall be proposed to be installed as part of this project.

    C. Location, quantity, and orientation of trash enclosures

    D. All parcel lines and easements crossing the project site.

    E. Locations and dimensions of all existing and proposed driveways and sidewalks

    F. Location of waste grease containers. Waste grease containers shall not be placed within trash enclosure.

G. Location of existing and proposed fire hydrants

H. Required public improvements.

I. Limits of frontage improvements

FEES

37. Utilities Connection Fees: For all development projects already connected to the utility system, the water and wastewater fees shall be based **solely on an increase in water meter size or a change in use** and shall be calculated and collected prior to installation of the larger meter or making a change in use. The State Water Reimbursement Fee shall be collected concurrently with the Growth Mitigation Fee. The following fees are to be paid by the applicant and will be collected at time of request for connection at the Building Division, 110 South Pine Street, Suite 101.

A. Water Mitigation Fee: The fee is calculated based on the size of water meters (domestic, landscape, fire) serving the site. The fee shall be based upon the codes and rates in effect at the time of building permit issuance (Santa Maria Municipal Code (S.M.M.C.) Sections 8-15.01 through 8-15.15 and 8-15.19).

B. Wastewater Mitigation Fee: The fee is calculated based on the size of water meters (domestic) serving the site. The fee shall be based on the codes and rates in effect at the time of building permit issuance (S.M.M.C. Sections 8-15.01 through 8-15.15 and 8-15.20).

C. State Water Reimbursement Fee: The fee is calculated based on the size of water meters (domestic, landscape, fire) serving the site. The fee shall be based on the codes and rates in effect at the time of building permit issuance (S.M.M.C. Section 8-10.05.01).

38. Traffic Mitigation Fee: The traffic mitigation fee shall be paid by the applicant at time of occupancy. The fee is based on the size and proposed use of the project. The final fee calculation is based on the fee schedule in effect at the time of building permit issuance (S.M.M.C. Sections 8-15).

Except as provided in the Downtown Specific Plan, the City Council may consider allowing qualifying commercial and industrial development the ability to pay growth mitigation fees as outlined in the current fee schedule over a period of time. The maximum amount of time for payback shall be five years. The payments shall be made yearly, and interest shall be paid. Interest calculations shall be based on the average annual interest rate for the Local Agency Investment Fund. Qualifying companies who wish to pursue this option shall sign an agreement, in a form approved by the City Attorney, and shall provide financial security guaranteeing payment.

STREET AND FRONTAGE CONDITIONS

39. Sidewalk ADA Compliance: The developer shall remove and replace any sidewalk within the project frontage that does not meet ADA cross-slope requirements.

40. Frontage Repair: The developer shall repair any cracked, broken, or uplifted curb, gutter, sidewalk, or alley within the project frontage. City Public Works Inspection staff will determine the extent of the frontage repair in the field prior to construction. An encroachment permit will be required prior to issuance of a building permit for these repairs.

41. Intersections: Sight distance requirements shall be maintained at the intersection of any street, alley, or driveway improved for vehicular traffic per S.M.M.C. Sections 12-27.02 and 12-27.03.

42. Caltrans Encroachment Permit: The developer shall obtain an encroachment permit before performing work within State Highway [Highway number] right-of-way. Encroachment permits are issued by California Department of Transportation (Caltrans) at the San Luis Obispo permit office. A note to this effect shall appear on the plans during building plan check.

43. City Encroachment Permit: The developer shall obtain an encroachment permit from the Public Works Engineering Division prior to any work in public streets, alleys, or easements (S.M.M.C. Section 8-6.06).

TRANSIT

44. Bus Stop on Miller Street: Prior to first occupancy, install a bus shelter and waiting area consistent with RD-26, RD-27, and RD-28. Loading platform and waiting area to be located on Miller Street turn pocket, just south of the Miller Street/Main Street intersection.

    Shelter details:

    a. Tolar 12’ Sunset Shelter with Polycarbonate Flat Roof in Aluminum color with the following specifications:
        i. RMS Solar Lighting System
        ii. No walls
        iii. Accompanying Bench w/ seat delineators
        iv. Waysine LED Shelter Display

    b. ADA wheelchair area marked (painted onto the ground between the gap of the bench and end of shelter)

WATER CONDITIONS

45. Additional Water Fixtures: If service exists and additional fixture units are to be added to the water service, the service lateral and meter size shall be evaluated by the developer's engineer to determine if it is adequate for the increased water usage; if it is not adequate, the developer shall be responsible to install an appropriately sized service lateral and meter per City Standards.

46. Privately Owned On-site Water Lines: Water lines for fire suppression shall be separated from water lines used for domestic water.

47. Fire Suppression Line: Fire suppression lines shall be constructed with appropriate Double Check Detector Assembly (DCDA) fire service backflow prevention assemblies per Standard Detail WA-27F at connection to the public main, located at the property line. These fire service backflow prevention assemblies separate privately owned and maintained water lines from public water lines. On-site fire hydrants and fire sprinklers shall be supplied from this on-site water line and connections shall occur after the backflow prevention assembly. If multiple connections or a looped system is required to meet fire flow requirements, each connection to the Public main shall have an appropriate DCDA.

48. Fire Hydrants: The location, placement, and sizing of on-site water lines and fire hydrants shall be approved by the City Fire Department and Public Works Department.

49. Water Pipe Abandonment: Any existing water services not to be used by this development shall be abandoned by the developer at the mainline per City requirements.

50. Water Service Pipe Material Disclaimer: It is required that if your water service is made of polybutylene, you replace it with a City standard water service during the construction of your project.

51. Backflow Prevention: Reduced pressure principle (RP) type backflow prevention assemblies shall be installed on all domestic water services. The devices shall be installed near the property line before any branches by a licensed plumber according to City specifications and standard drawings. The devices shall be tested by a certified backflow prevention tester with test results submitted to the City's Regulatory Compliance Specialist prior to final occupancy.

WASTEWATER CONDITIONS

52. Acceptance of Public Infrastructure: Prior to issuance of Certificate of Occupancy, the developer shall clean and verify the integrity of all on site sanitary sewer infrastructure to the satisfaction of the Public Works Inspector. Inspections at installation do not waive the requirement for re-inspection prior to acceptance by the City.

53. Municipal Code: Discharge into the City's sewer system shall comply with municipal code discharge restrictions and requirements (S.M.M.C. Section 8-12).

54. Additional Sewer Service: If additional plumbing fixtures are to be served by an existing lateral, the lateral size shall be evaluated by the developer's engineer to determine if it is adequate for the increased sewage. If the lateral is smaller than what is necessary, the developer shall be responsible to install an additional sewer lateral per City and California State Health Agency standards.

55. Traps: Grease, oil, lint, hair and/or sand traps shall be provided and maintained in good working order at all times when, in the opinion of the Utilities Manager, they are necessary for the protection of the wastewater collection and treatment. (S.M.M.C. Section 8-12.413)

56. Sewer Pipe Abandonment: Any existing sewer services not to be utilized by this development shall be abandoned by the developer at the property line per City requirements.

57. New Sewer Lines: All sewer pipes crossing or parallel to public water facilities shall be constructed according to the requirements of the State Water Resources Control Board Division of Drinking Water.

58. New Sewer Lateral: All sewer laterals shall be constructed in compliance with City Standard Drawing SS-14B. Sewer laterals shall be privately maintained infrastructure and connect to City infrastructure with a wye connection. Sewer laterals shall not tie in at a public manhole.

SOLID WASTE CONDITIONS

59. Multi-family and Commercial/Industrial Facilities: As mandated by state law, this development is required to comply with all applicable laws and regulations pertaining to solid waste disposal and recycling, the City of Santa Maria Mandatory Organic Waste Disposal Reduction Ordinance No. 2021-10, Chapter 8-21, and Title 8, Chapter 8-11 of the City of Santa Maria Municipal Code.

    A. The developer shall submit a site plan identifying locations of each solid waste enclosure ("Enclosure") to contain refuse and recycling (including single stream recycling and organics) bins/containers. The proposed location of each enclosure shall enable tenants to dispose of their refuse and recyclable materials safely and efficiently. The site plan shall be reviewed and approved by the City prior to issuance of building permits.

    B. All Enclosures shall be constructed per City standard, drawing MS-16B.

    C. The proposed quantity of Enclosures for the subject site shall be reviewed and approved by the City.

    D. The service frequency of each bin/container shall be determined by the City.

    E. Enclosures shall be oriented to provide vehicle fork-in access when possible.

F. In cases where Enclosures are proposed to be installed abutting structures, the common wall shall be of a non-combustible masonry-type material with no openings for vents or windows.

G. Enclosures shall be reserved exclusively for solid waste bins/containers storage. Miscellaneous boxes, bins, racks, grease containers, etc., is not permitted within the enclosure.

H. If City collection vehicles ("Collection Vehicles") will be traveling through a gated area to service bins/containers, the gates shall be equipped with a coded electronic keypad system.

I. The developer shall design site travel ways, entrance, and exit areas with sufficient space, free of obstructions (trees, oversized islands, etc.) to allow for Collection Vehicles to safely enter/exit the subject site to avoid damage to site property or Collection Vehicles. See City standard drawing MS-16B for guidance.

J. The developer shall design all site vehicle travel ways to withstand loads imposed by Collection Vehicles.

K. The developer shall submit a truck turning template route for solid waste service area. The Collection Vehicles must be able to enter and exit the site to gain access to the Enclosure(s) with minimal backing. Collection Vehicles have an inside turning radius of 38-feet and an outside turning radius of 55-feet. See City standard drawing MS-16B for guidance.

60. The Director of Public Works, Planning Commission, and City Council reserve the right to modify these conditions if they deem it necessary to ensure compliance of the project with Chapter 8-6 of the S.M.M.C. (S.M.M.C. Section 8-6.09).

Recreation and Parks Department

61. Public Landscaping: Public landscaping along the Main St., Miller frontages and Main St. entrance roads adjacent to the parking lot shall be updated. This will include modern irrigation, replacement of failing tree and plant species. Please submit plan set to Public Works for this portion of the project.

62. Street Trees: A minimum of one tree every forty feet will be required along the street frontages including the Main St. entry roadway. Trees shall be Medium to Large shade trees from the City's approved tree list. Palms will not be considered. Existing trees in good conditions as determined by the Urban Forester may be retained and credited towards the tree requirement.

63. Landscape Plans: The following shall be noted on the landscape plan: "the final locations of street trees shall be determined on-site by the Special Districts Supervisor. Twenty-four-hour notice is required for inspection prior to planting, (805) 925-0951 ext. 2346. Installation shall be in accordance with Recreation and Parks Department specifications."

64. Landscape and Irrigation maintenance. The maintenance of landscape and irrigation will be according to agreement executed between the Town Center East shareholders and the City of Santa Maria.

65. Landscape and Irrigation maintenance. The maintenance of landscape and irrigation will be according to the agreement executed between the Town Center East shareholders and the City of Santa Maria.

66. Development Fees. Per the Municipal Code, several Recreation and Parks Development Fees may apply to this project. Impact fees may apply with an increase in square footage beyond the building footprint.

    a. Commercial Growth Mitigation $0.01/square foot

    Note: fees are reviewed annually and are subject to change.

67. Landscape District. This project will be included in the Northeast Landscape Maintenance District. The signed and notarized "Petition Requesting Annexation" form is due at time of building permit issuance. It can be returned to the Recreation and Parks Department, 615 S. McClelland, Santa Maria, CA 93454.

NOTES:

In accordance with Section 12-35.109 of the Municipal Code, this permit is not valid until the 15th calendar day following the issuance of the permit, providing no appeal is filed; or if an appeal is filed, this permit is not valid until the effective date of the final action on the appeal.

In accordance with Section 12-35.504 of the Municipal Code, the City may revoke the permit for non-compliance with any of the conditions of approval.

This permit will not be valid until the applicant and property owner have submitted signed acknowledgment of their consent to the conditions, in accordance with Section 12-35.109 of the Santa Maria Municipal Code, to the Planning Division of the Community Development Department.

Failure to comply with any of the conditions stated above may be cause for revocation or modification of this permit, in addition to any other penalties provided by law.

All conditions of approval are to be completed prior to occupancy unless otherwise stated and are to be maintained in perpetuity.

SANTA MARIA FACADE IMPROVEMENTS

VICINITY MAP

CONTACTS

LANDLORD

EXCEL PROPERTY MANAGEMENT SERVICES, INC.
9034 WEST SUNSET BLVD
WEST HOLLYWOOD, CA 90069
CONTACT: MARK GABAY
PH: 310-951-5409
E: MARK@CHARLES-COMPANY.COM

LANDSCAPE ARCHITECT

EARTHKNOWER STUDIO LANDSCAPE ARCHITECTURE
SANTA BARBARA, CALIFORNIA
CONTACT: ROBERT F. ADAMS, ASLA
PH: 805-722-2144
E: ROBERT@EARTHKNOWER.COM

ARCHITECT

ONYX CREATIVE
12304 SANTA MONICA BLVD, SUITE 100
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EMAIL: pgarcia@onyxcreative.com

PHOTOMETRICS / LIGHTING

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SURVEYOR

FARGEN SURVEYS INC.
2624 AIRPARK DRIVE
SANTA MARIA, CA 93455
CONTACT: MARSHALL FARGEN
PH: 805-934-5727
E: MASHALL@FARGENSURVEYS.COM

GENERAL NOTES

1. KEY BOX: A SANTA MARIA APPROVED KEY BOX SHALL BE PROVIDED AT THE MAIN ENTRANCE TO EACH BUILDING / TENANT SPACE. THE BOX SHALL CONTAIN ALL KEYS NECESSARY TO ALLOW FIRE DEPARTMENT ACCESS TO ALL PORTIONS OF THE BUILDING OR TENANT SPACE.
2. ADDRESS NUMBERS: NUMBERS SHALL BE CLEARLY VISIBLE FROM THE CENTERLINES OF THE ROADWAY FRONTING THE BUILDING AND SHALL CONTRAST WITH THEIR BACKGROUND. NUMBER HEIGHT SHALL BE A MINIMUM OF (12) TWELVE INCHES FOR COMMERCIAL BUILDINGS.
3. TENANT IMPROVEMENTS: TENANT IMPROVEMENTS TO THE EXISTING BUILDING SHALL BE SUBMITTED UNDER A SEPARATE PERMIT IN ACCORDANCE WITH THE CALIFORNIA BUILDING AND FIRE CODES AND CITY STANDARDS.
4. FIRE SPRINKLER SYSTEMS: ALTERATIONS TO THE AUTOMATIC FIRE SPRINKLER SYSTEM SHALL BE SUBMITTED UNDER A SEPARATE PERMIT IN ACCORDANCE WITH THE CALIFORNIA FIRE CODE AND NFPA 72 STANDARDS.
5. FIRE ALARM SYSTEM: ALTERATIONS TO THE EXISTING FIRE ALARM SYSTEM SHALL BE SUBMITTED UNDER A SEPARATE PERMIT IN ACCORDANCE WITH THE CALIFORNIA FIRE CODE AND NFPA 72 STANDARDS.
6. EMERGENCY RESPONDER RADIO COVERAGE: EXISTING BUILDINGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED ON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS UTILIZED BY THE JURISDICTION, MEASURED AT THE EXTERIOR OF THE BUILDING IN ACCORDANCE WITH CFC 510.2
7. LANDSCAPE DISTRICT: THIS PROJECT WILL BE INCLUDED IN THE NORTHEAST LANDSCAPE MAINTENANCE DISTRICT. THE SIGNED AND NOTARIZED "PETITION REQUESTING ANNEXATION" FORM IS DUE AT TIME OF BUILDING PERMIT ISSUANCE. IT CAN BE RETURNED TO THE RECREATION AND PARKS DEPARTMENT, 615 S. MCCLELLAND, SANTA MARIA, CA 93454.

SHEET INDEX

APPLICABLE CODES

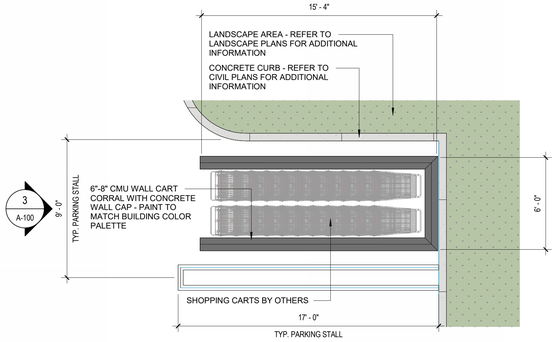
THE FOLLOWING CODES HAVE BEEN ADOPTED BY THE AUTHORITY HAVING JURISDICTION AND SHALL APPLY TO ALL WORK IN THIS PROJECT:

2022 CALIFORNIA ADMINISTRATION CODE
2022 CALIFORNIA BUILDING CODE BASED ON THE INTERNATIONAL BUILDING CODE, 2021 EDITION
2022 CALIFORNIA RESIDENTIAL CODE BASED ON THE 2021 INTERNATIONAL RESIDENTIAL CODE
2022 CALIFORNIA ELECTRIC CODE BASED ON THE 2021 NFPA 72 NATIONAL ELECTRICAL CODE
2022 CALIFORNIA MECHANICAL CODE BASED ON THE 2021 UNIFORM MECHANICAL CODE WITH
2022 CALIFORNIA PLUMBING CODE BASED ON THE 2021 UNIFORM PLUMBING CODE WITH
2022 CALIFORNIA ENERGY CODE
2022 CALIFORNIA FIRE CODE BASED ON THE 2021 INTERNATIONAL FIRE CODE
2022 CALIFORNIA EXISTING BUILDING CODE
2022 CALIFORNIA HISTORICAL BUILDING CODE
2022 CALIFORNIA GREEN BUILDING CODE
2022 CALIFORNIA REFERENCED STANDARD CODE
2010 ADA STANDARDS FOR ACCESSIBLE DESIGN

ALL LOCAL AMENDMENTS TO THESE CODES

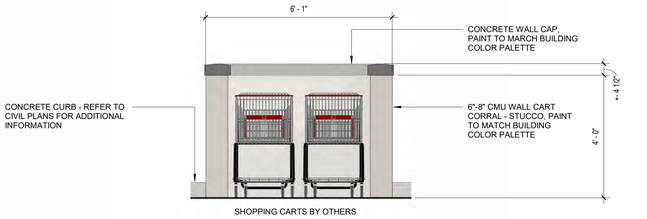
SCOPE OF WORK

THE PROJECT CONSISTS OF A REMODEL OF AN EXISTING 110,086 SQUARE FOOT BUILDING THAT IS PART OF THE EXISTING SANTA MARIA TOWN CENTER ON 5.389-ACRE SITE. THE SITE IMPROVEMENTS INCLUDE THE REMODELING OF THE NORTH AND EAST FACADE WITH ONE MAIN TENANT AND 4 SMALL TENANTS ON EAST SIDE. PROJECT ALSO INCLUDES MECHANICAL ROOM, ELEVATORS, AND STAIRS AS A SECOND FLOOR WILL BE ADDED WITH TWO MAIN TENANT SPACES, A HALLWAY ACCESS TO THE MAIN MALL, AND A DECK.



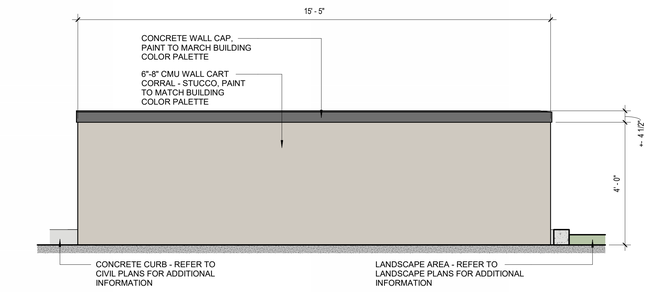
2 ENLARGED CART CORRAL

1/4" = 1'-0"



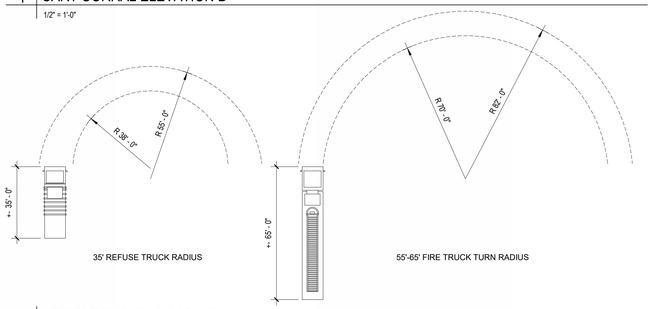
3 CART CORRAL ELEVATION A

1/2" = 1'-0"



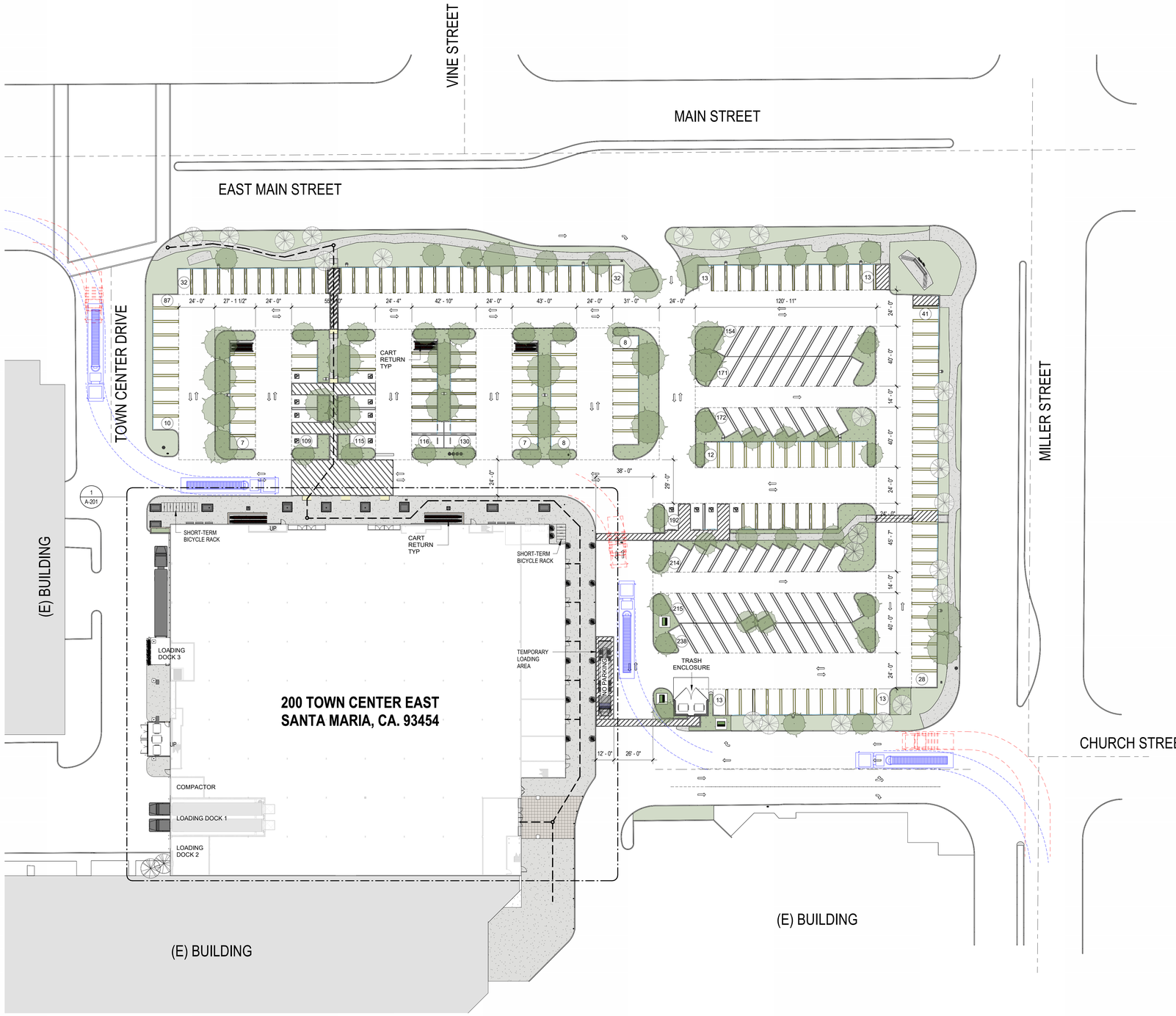
4 CART CORRAL ELEVATION B

1/2" = 1'-0"



5 VEHICLE TURNING RADIUS

1" = 30'-0"



1 ENTITLEMENT PHASE II SITE PLAN

1" = 30'-0"

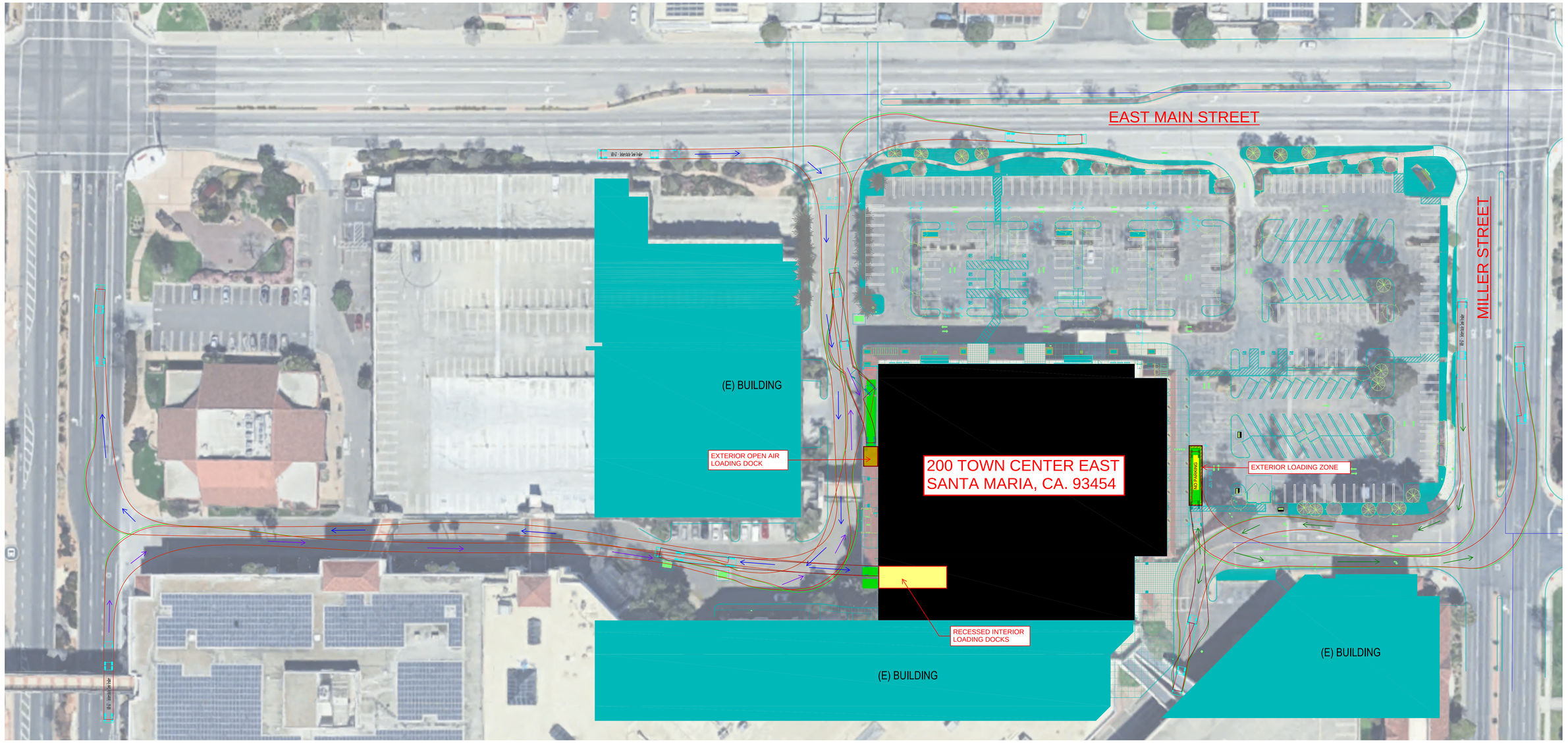
PARKING SPACES TOTALS

AREA TYPE	PARKING REQUIRED	PARKING PROVIDED
COMMERCIAL		
STANDARD PARKING	231	228
VAN ACCESSIBLE PARKING	1	1
ACCESSIBLE PARKING	6	9
TOTAL NUMBER OR PARKING SPACES	**238**	**238**

LEGEND - SITE PLAN

- BUILDING FOOTPRINT
- CONCRETE SEE CIVIL AND LANDSCAPE PLANS
- PAVERS SEE CIVIL AND LANDSCAPE PLANS
- EXISTING PLANTING SEE LANDSCAPE PLANS
- NEW PLANTING SEE LANDSCAPE PLANS
- EXISTING TREE TO REMAIN - SEE LANDSCAPE
- PROPOSED TREE - SEE LANDSCAPE
- PROPOSED PARKING LIGHTING
- PROPOSED BOLLARD LIGHTING

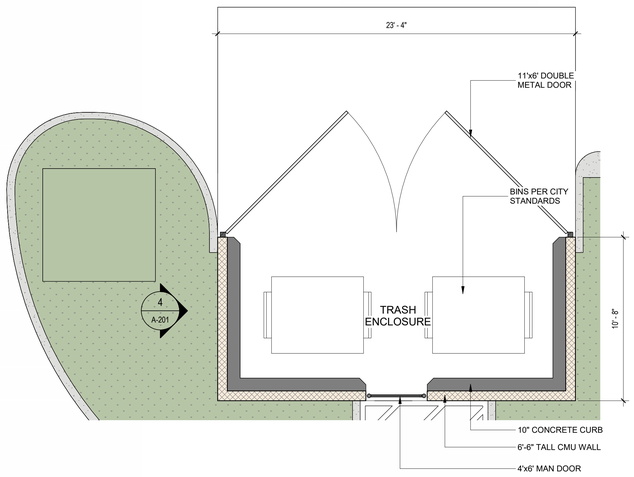
03/07/25



INDICATES TRUCK ROUTE ACCESS & DEPARTURE FROM RECESSED LOADING DOCK

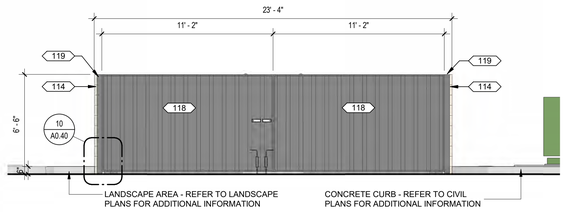
INDICATES TRUCK ROUTE ACCESS & DEPARTURE FROM EXTERIOR OPEN AIR LOADING DOCK

INDICATES TRUCK ROUTE ACCESS & DEPARTUTE FROM EXTERIOR LOADING ZONE



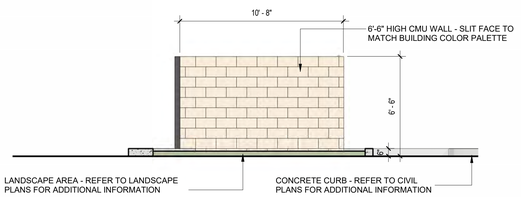
2 ENLARGED TRASH ENCLOSURE FLOORPLAN

1/4" = 1'-0"



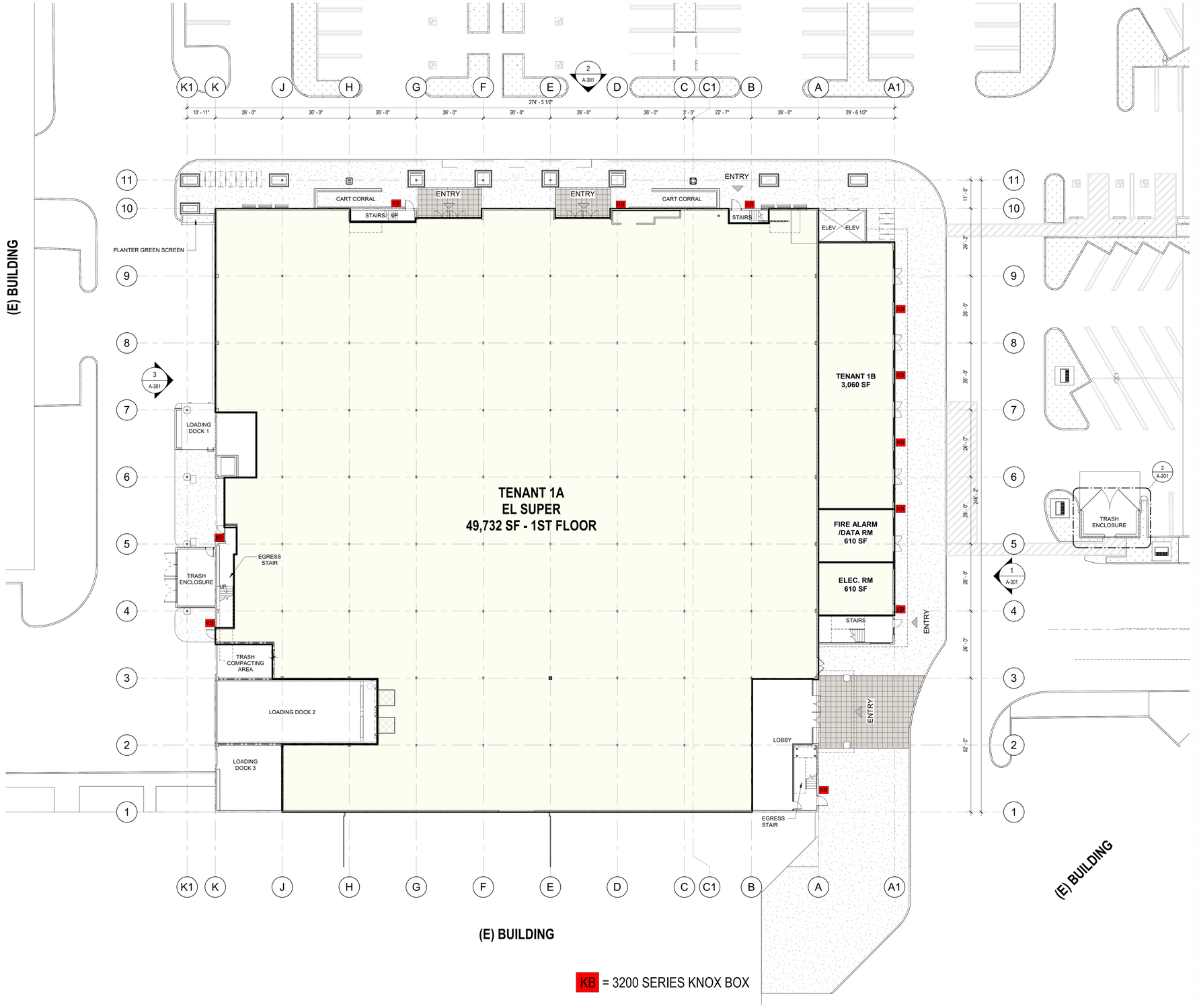
3 TRASH ENCLOSURE - ELEVATION A Copy 1

1/4" = 1'-0"



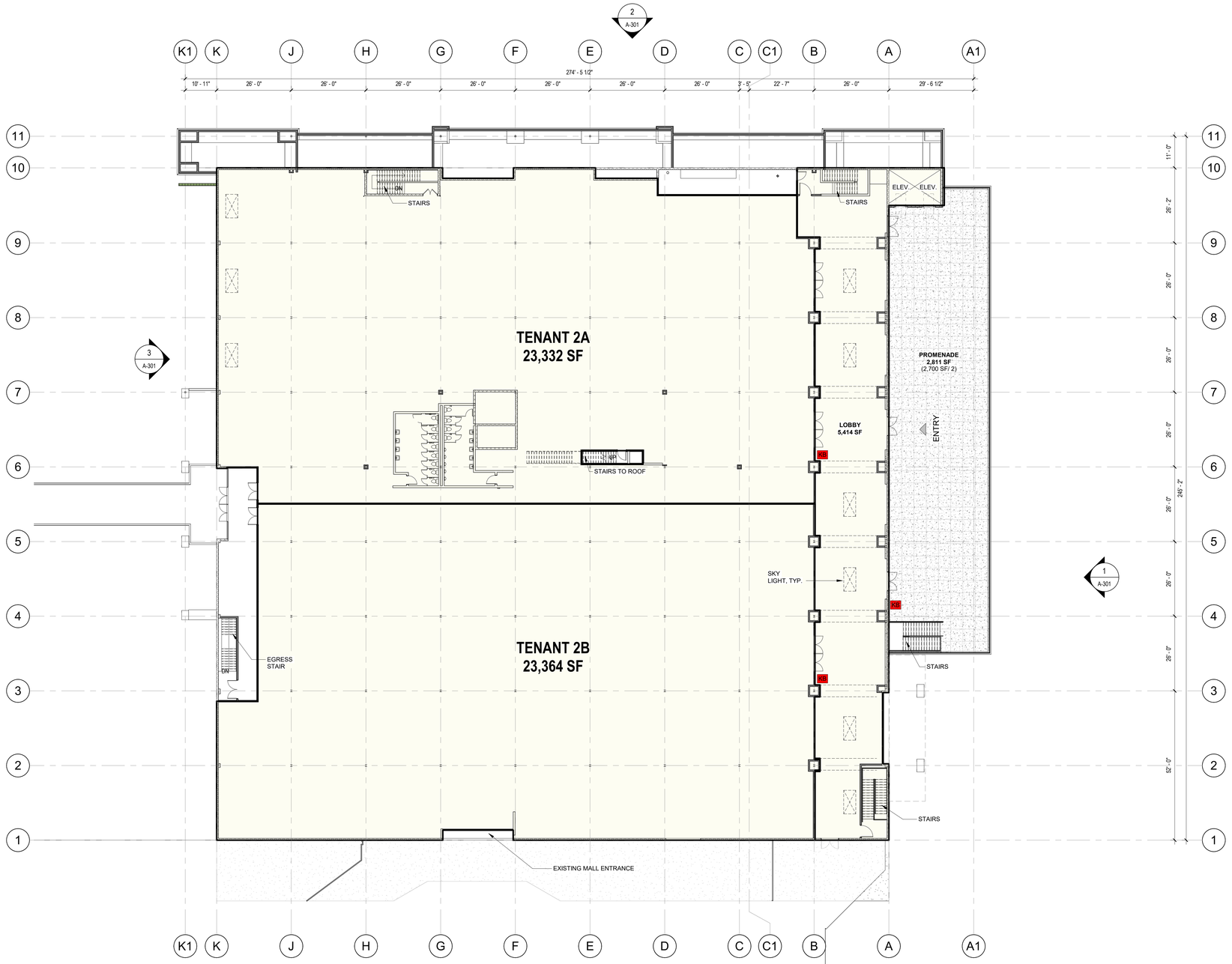
4 TRASH ENCLOSURE - ELEVATION B

1/4" = 1'-0"



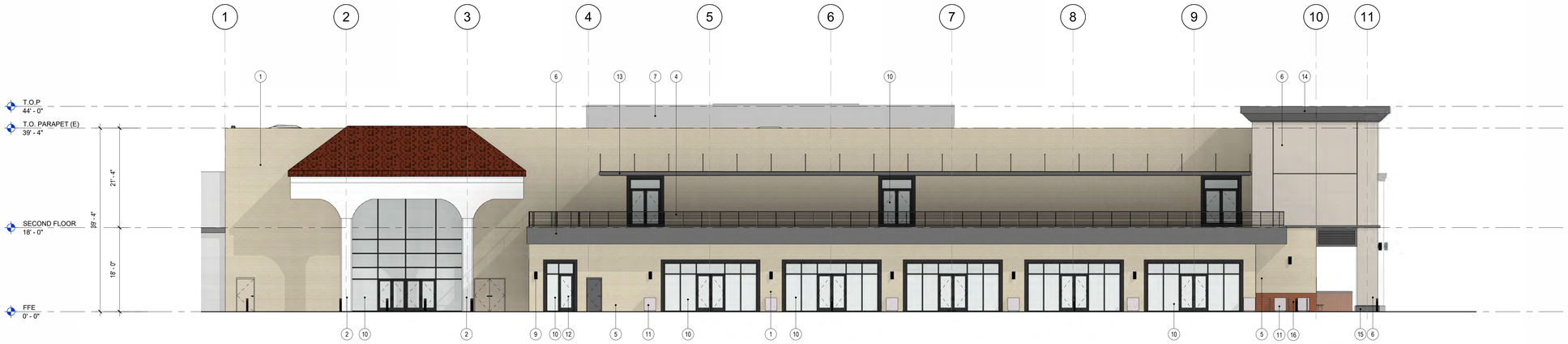
1 1ST FLOOR PLAN

1/16" = 1'-0"



KB = 3200 SERIES KNOX BOX

1 2ND FLOOR PLAN
1/16" = 1'-0"

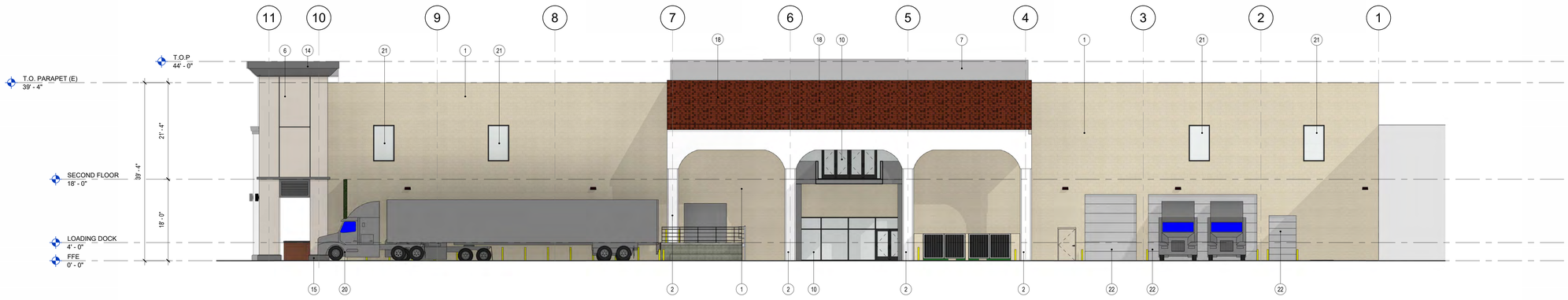


1 ELEVATION - EAST VIEW - PRESENTATION

3/32" = 1'-0"

2 NORTH ELEVATION - PRESENTATION

3/32" = 1'-0"

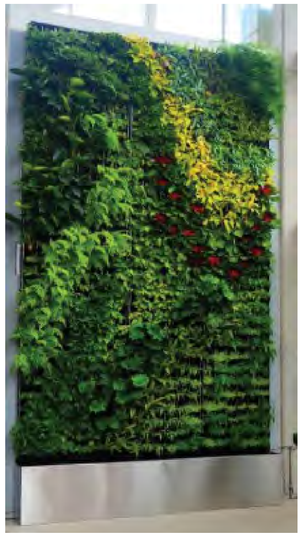


3 ELEVATION - WEST VIEW - PRESENTATION

3/32" = 1'-0"

FINISH SCHEDULE

1. EXISTING CMU FINISH - SPLITFACE
2. EXISTING STRUCTURAL COLUMN WITH EXISTING METAL CLADDING. PROVIDE NEW PAINT FINISH PER PROPOSED COLOR PALETTE
3. NEW STRUCTURAL COLUMN WITH METAL CLADDING TO MATCH EXISTING. PROVIDE NEW PAINT FINISH PER PROPOSED COLOR PALETTE
4. METAL RAILING
5. NEW CMU FINISH - SPLITFACE - TO MATCH EXISTING
6. STUCCO - SAND FINISH
7. EXISTING MECHANICAL SCREEN
8. DECORATIVE METAL LOUVERS
9. LIGHT FIXTURES - SEE LIGHTING PLAN
10. NEW STOREFRONT
11. FIBER GLASS SQUARE PLANTERS
12. STAIRS ENTRANCE / EXIT
13. CANOPY
14. STUCCO OVER FOAM CORNICE DETAIL
15. CONCRETE CAST-IN-PLACE COLUMN PROTECTIVE BASE
16. DECORATIVE TILE
17. NEW ROOF TILE TO MATCH EXISTING
18. EXISTING ROOF TILE - PATCH AND REPAIR AS REQUIRED
19. CART CORRAL WITH TILE FINISH
20. PLANTER GREEN SCREEN / WALL - SEE 20 / A-302
21. NEW STOREFRONT WINDOW - MATCH STOREFRONT
22. ROLL-UP DOOR
23. DOCK ROLL-UP DOOR



PLANTER GREEN SCREEN / WALL
GREEN WALL
-
20 FLORAFELT - PRO SYSTEM

STOREFRONT
ALUMINUM STOREFRONT
ARCADIA
10 COLOR: "BLACK ANNODIZED"

GUARDRAILS
DECK METAL RAILING - HORIZONTAL
-
4 COLOR: PAINTED DUNN EDWARDS - DE6371

EXTERIOR TILE
DECORATIVE TILE
DALTILE
16 COLOR: NATURAL HUES DALTILE

EXTERIOR CMU - MATCH EXISTING
NEW CMU - SPLIT FACE
ANGELUS BLOCK
5 COLOR: SPLIT FACE - CANYONBLUFF - OR MATCH EXISTING

EXTERIOR ROOF
NEW ROOF TILE, MATCH EXISTING
-
17 COLOR: MATCH EXISTING

EXTERIOR CORNICE & TRIMS
STUCCO OVER FOAM CORNICE DETAIL
-
14 COLOR: DUNN EDWARDS - DE6385

EXTERIOR STUCCO - COLOR 1
STUCCO - SAND FINISH
LA HABRA STUCCO
6A COLOR: DUNN EDWARDS - DEW379

EXTERIOR STUCCO - COLOR 2
STUCCO - SAND FINISH
LA HABRA STUCCO
6B COLOR: DUNN EDWARDS - DEC752

A-401

RENDERING - NORTH VIEW I

CHARLES COMPANY • SANTA MARIA TOWN CENTER FACADE REMODEL
PHASE II • SANTA MARIA, CA. 93454 • 11/20/24

PLANT LEGEND

TREES:

- BOTANIC NAME (COMMON NAME) SIZE AT PLANTING - QUANTITY
- GEIJERA PARVIFLORA (AUSTRALIAN WILLOW) 24" BOX - 27
- GINGKO BILOBA 'AUTUMN GOLD' (MAIDENHAIR TREE) MALE ONLY 24" BOX - 22
- OLEA EUROPEA 'WHITE SWAN' (FRUITLESS OLIVE) MULTI-TRUNK - 24" BOX - 10 TOTAL
- EXISTING PYRUS OR MAGNOLIA TO REMAIN
- EXISTING EUCALYPTUS TO REMAIN

PALMS

- CHAEMEROPS CERIFERA (ATLAS MOUNTAIN PALM) 10 GALLON- 1
- EXISTING QUEEN PALMS TO REMAIN (SIZE NOTED)

SHRUBS AND ACCENTS

- AGAVE (BLUE AGAVE) - 5 GALLON - 29
- BOUGAINVILLEA RED (BOUGAINVILLEA) - 5 GALLON AT 5 FT. O.C. OR EXISTING - 16
- ROSMARINUS 'KEN TAYLOR' (KEN TAYLOR ROSEMARY) 1 GALLON - 33
- WESTRINGIA (COAST ROSEMARY) 5 GALLON -27

ORNAMENTAL GRASSES - 1 GALLON SIZE AT INSTALLATION

- HELICTOTRICHON SEMPERVIRENS (BLUE AVENA GRASS) - 1 GALLON - 49
- DIANELA (BLUE FAIRY LILY) - 1 GALLON - 55
- LOMANDRA PLATINUM BEAUTY (LOMANDRA) - 1 GALLON - 57
- MUHLENBERGIA RIGENS (DEER GRASS) 1 GALLON - 139

GROUNDCOVERS

- CEANOTHUS YANKEE POINT (CARMEL CREEPER)) 1 GALLON 4 FT. ON CENTER -
- SENECIO GROUNDCOVER - 1 GALLON AT 18" O.C.

NOTES: 1) ALL PROPOSED TREES FROM THE SANTA MARIA PARKINNG LOT TREE LIST
2) ALL NEW PARKING LOT PLANTERS TO HAVE ROOT BARRIER ALONG INSIDE OF NEW CURBING
3) ALL NEW PARKING LOT PLANTERS TO USE IN-LINE DRIP (BROWN) AND BE STAPLED AT 18" O.C.

KEY LANDSCAPE NOTES

1) LANDSCAPE AND IRRIGATION PLANS TO COMPLY WITH MWELO (CURRENT) MODEL WATER EFFICIENT LANDSCAPE ORDINANCE.
2) ALL PLANTS APPROPRIATE FOR CITY OF SANTA MARIA CLIMATE ZONE
3) 100 % LOW WATER USE PLANTINGS: *PER WUCOLS IV, STATE OF CALIFORNIA FOR REGION 3 (SOUTH COASTAL CALIFORNIA)*
4) PLANTS NON-INVASIVE PER CALIFORNIA INVASIVE PLANT COUNCIL
5) KEEP AS MANY EXISTING TREES AS POSSIBLE, SEE TREE PROTECTION PLAN ON SHEET L-2
6) USE DRIP IRRIGATION
7) PROVIDE MINIMUM 3" DEPTH BARK MULCH FOR ALL PLANTING AREAS.
8) AT THE TIME OF FINAL INSPECTION, THE LANDSCAPE CONTRACTOR MUST PROVIDE THE OWNER, MAINTENANCE TEAM, AND GENERAL CONTRACTOR WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE AND A SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE
9) LANDSCAPE AND IRRIGATION MAINTENANCE PROVIDED BY CURRENT MAINTENANCE CONTRACTOR PER CURRENT AND VALID AGREEMENT(S)

north

SCALE: 1" = 30'-0"

0' 10' 20' 30'

THIS PLAN PRELIMINARY ONLY NOT FOR CONSTRUCTION

ROBERT F. ADAMS, ASLA
LANDSCAPE ARCHITECTURE
EARTHKNOWER STUDIO
SANTA BARBARA, CALIFORNIA
(805) 722-2644
WWW.EARTHKNOWER.COM

LICENSED LANDSCAPE ARCHITECT
Robert F. Adams No. 4372
Signature
October 31, 2025
Renewal Date
Date
STATE OF CALIFORNIA

SUBMITTALS	DATE	DESCRIPTION
SUBMITTAL	08.08.2025	PLANNING DEPT
BLDG. DEPT:		
BID SET:		

RELEASES:

NO.	DATE	DESCRIPTION

CLIENT
SHASTA LLC
9034 SUNSET BLVD
WEST HOLLYWOOD , CALIFORNIA 90069

APPLICANT:
CHARLES COMPANY
9034 SUNSET BLVD.
WEST HOLLYWOOD CA, 90069
CONTACT: MARVIN JARMON
PHONE: (323) 620-3969

PROJECT
RETAIL REMODEL
226 EAST MAIN STREET (TOWN CENTER MALL) - E. MAIN & MILLER
SANTA MARIA, CALIFORNIA 93454
APN 125 320 038 & 125 320 015

PRELIMINARY LANDSCAPE PLAN

DRAWN	CHECKED
01.19.2025	RFA

CAD FILE
JANUARY 2025

JOB NO.
09-2025

DATE
01.19.2025

SCALE
1" = 30'-0"

SHEET
L-1

MAIN STREET

(E) SAGO PALMS BELOW TALL QUEEN PALMS TO REMAIN

EX QUEEN PALMS TO REMAIN

MONUMENT SIGN

PARKWAY

EX BOUGAINVILLEA TO REMAIN

(E) QUEEN PALMS TO REMAIN

(E) MAGNOLIA TO REMAIN

(E) PYRUS TO REMAIN

(E) PYRUS REMOVE

(E) PYRUS TO REMAIN

EX EUCALYPTUS TO REMAIN

(E) THREE STORY PARKING STRUCTURE

NOT A PART

(E) QUEEN PALMS TO REMAIN

PROPOSED EL SUPER MARKET

200 TOWN CENTER EAST

SANTA MARIA, CA. 93454

TRASH

EX EUCALYPTUS TO REMAIN

PORTION OF ADJACENT MALL

NOT A PART

(E)PARKING STRUCTURE

NOT A PART

(E) BUILDING

MILLER STREET

north

SCALE: 1" = 30'-0"

0' 10' 20' 30'

LEGEND - TREES TO REMAIN

TREES: BOTANIC NAME (COMMON NAME) SIZE AT PLANTING - QUANTITY

EXISTING PYRUS OR MAGNOLIA TO REMAIN

EXISTING EUCALYPTUS TO REMAIN

EXISTING QUEEN PALMS TO REMAIN (SIZE NOTED)

LEGEND - TREES TO BE REMOVED
SIZES AND TREE TYPE NOTED

THIS PLAN PRELIMINARY ONLY
NOT FOR CONSTRUCTION

ROBERT F. ADAMS, ASLA
LANDSCAPE ARCHITECTURE
EARTHKNOWER STUDIO
SANTA BARBARA, CALIFORNIA
(805) 722-2144
WWW.EARTHKNOWER.COM

LICENSED LANDSCAPE ARCHITECT
Robert F. Adams No. 4229
Signature
October 31, 2025
Renewal Date
Date
STATE OF CALIFORNIA

SUBMITTALS	DATE	DESCRIPTION
SUBMITTAL	08.08.2025	PLANNING DEPT
BLDG. DEPT:		
BID SET:		

RELEASES:

NO.	DATE	DESCRIPTION

CLIENT
SHASTA LLC
9034 SUNSET BLVD
WEST HOLLYWOOD, CALIFORNIA 90069

APPLICANT:
CHARLES COMPANY
9034 SUNSET BLVD,
WEST HOLLYWOOD CA, 90069
CONTACT: MARVIN JARMON
PHONE: (323) 620-3969

PROJECT
RETAIL REMODEL
226 EAST MAIN STREET (TOWN CENTER MALL - E. MAIN & MILLER
SANTA MARIA, CALIFORNIA 93454
APN 125 320 038 & 125 320 015

TREES TO REMAIN AND TREES TO BE REMOVED

DRAWN: 01.24.2025
CHECKED: RFA
CAD FILE: JANUARY 2025
JOB NO.: 09-2025
DATE: 01.24.2025
SCALE: 1" = 30'-0"

SHEET
L-2

TREE PROTECTION NOTES

PURPOSE:

TO PROMOTE AND ENHANCE A SUPERIOR COMMUNITY ENVIRONMENT, TO MAINTAIN THE HISTORIC CHARACTER, TO MAINTAIN AIR QUALITY AND ECOLOGIC BALANCE, TO MAINTAIN PROPERTY VALUES, AND TO ENSURE THE MAXIMUM PRESERVATION OF THE NATURAL SCENIC CHARACTER BY ESTABLISHING MINIMUM STANDARDS AND REQUIREMENTS RELATING TO THE PROTECTION OF TREES. IT IS INTENDED WITH THE FOREGOING PURPOSES IN MIND AND SPECIFICALLY SO AS TO:

A. ENSURE, INSOFAR AS PRACTICAL IN PERMITTING REASONABLE DEVELOPMENT OF LAND AND MINIMIZING FIRE HAZARD, THE MAXIMUM RETENTION OF NATURAL VEGETATION TO AID IN PROTECTION AGAINST EROSION OF TOP SOIL, PRESERVATION OF NATURAL SCENIC QUALITIES, PROTECTION FROM FLOODING OR LANDSLIDES, COUNTERACT POLLUTANTS IN THE AIR, MAINTAIN CLIMATIC BALANCE, DECREASE WIND SPEEDS, OXYGENATE THE AIR AND ABSORB THE GLOBAL GREENHOUSE GAS CARBON DIOXIDE, ABSORB NOISE, AND PROVIDE HABITAT, SHADE AND COLOR.

B. PROTECT SIGNIFICANT TREES IN ORDER TO RETAIN AS MANY AS POSSIBLE CONSISTENT WITH THE PURPOSES SET FORTH HEREIN AND ALSO CONSISTENT WITH REASONABLE ECONOMIC ENJOYMENT OF PRIVATE PROPERTY. IN THIS CONTEXT, PRIVATELY OWNED TREES HAVE AN IMPACT ON THE mQUALITY OF LIFE FOR THE ENTIRE COMMUNITY.

SIGNIFICANT TREES

EXISTING TREES WILL BE PROTECTED AS PART OF THIS PROJECT, ALL WITH A 4" OR GREATER CALIPER

DEFINITIONS

DRIP LINE: A LINE ON THE SURFACE OF THE GROUND OCCURRING DIRECTLY BELOW THE GREATEST HORIZONTAL LIMIT OF A TREE'S CANOPY OF LEAVES AND BRANCHES.

REMOVAL: THE CUTTING OF TREES TO THE GROUND OR TO STUMPS, COMPLETE EXTRACTION, OR KILLING BY SPRAYING.

TOPPING: THE INDISCRIMINATE CUTTING OF TREE BRANCHES TO STUBS OR LATERAL BRANCHES THAT ARE NOT LARGE ENOUGH TO SUSTAIN THE REMAINING BRANCHES.

PROTECTION OF SIGNIFICANT TREES DURING SITE DEVELOPMENT AND CONSTRUCTION

THESE PROTECTIVE MEASURES ARE MINIMUM REQUIREMENTS, AND MAY REQUIRE ADDITIONAL PROTECTION MEASURES IF THE CONDITIONS OF THE SITE, DEVELOPMENT, OR CONSTRUCTION SO DICTATE TO PROTECT TREES AND/OR VEGETATION. THE FOLLOWING PROVISIONS SHALL BE ADHERED TO DURING SITE DEVELOPMENT AND CONSTRUCTION AS FOLLOWS:

A. PRECAUTIONS DURING SITE DEVELOPMENT AND CONSTRUCTION, INCLUDING AT LEAST THE FOLLOWING:

(I) A GREEN OR ORANGE CONSTRUCTION FENCE SHALL BE PLACED AROUND THE DRIP LINE OF THE TREE(S) INSOFAR AS IS PRACTICABLE PRIOR TO ANY WORK, AND NO CONSTRUCTION ACTIVITIES SHALL BE CARRIED OUT WITHIN THE DRIP LINE.

(II) CONSTRUCTION WITHIN A DRIP LINE OF ANY SIGNIFICANT TREE(S) SHALL INCLUDE: PROVISIONS FOR HAND TRENCHING WITHIN THE DRIP LINE; CONSTRUCTION OF TREE WELLS TO PROTECT AGAINST FILL; PROHIBITION OF CUTS AND FILLS WITHIN FOUR FEET OF A TREE BASE; AND CAUTIOUS HAND-CUTTING OR TRIMMING BY A CERTIFIED ARBORIST.

(III) APPROPRIATE SIGNAGE MUST BE POSTED ON THE FENCE PROTECTING THE TREES DURING CONSTRUCTION.

(IV) MEASURES TO EFFECT EROSION CONTROL, SOIL AND WATER RETENTION AND LIMITATIONS OF ADVERSE ENVIRONMENTAL EFFECTS DURING CONSTRUCTION AS NECESSARY.

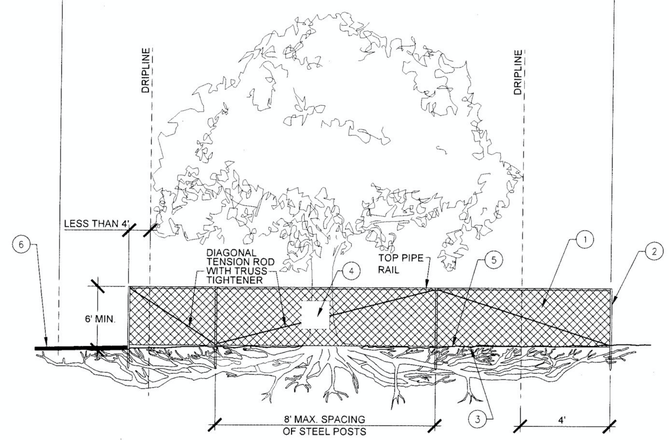
KEY TREE PROTECTION NOTES

1) PLANS AND TREE PROTECTION MEASURES TO COMPLY WITH LOCAL JURISDICTION TREE PROTECTION REQUIREMENTS - SEE DETAIL "A"

2) BEFORE CONSTRUCTION BEGINS, TREE (S) TO BE PROTECTED WITH FENCING AND ALL OTHER MEAURES WILL BE REQUIRED. THE GENERAL CONTRACTOR MUST PROVIDE THE OWNER OF THE PROPERTY WITH PROOF OF PROTECTIVE MEASURES INCLUDING LOCAL JURISDICTION TREE PROTECTION REQUIREMENTS AS WELL AS BEST MANAGEMENT PRACTICES FOR PROTECTING THE VIABILITY AND HEALTH OF EXISTING TREES INCLUDING ADDING DRIP IRRIGATION IF NEEDED.

TREE PROTECTION ZONE MINIMUM

TREE PROTECTION ZONE (TPZ) IS DRIPLINE PLUS FOUR (4) RADIAL FEET
PER TREE PLANTING AND PROTECTION CONDITIONS REVISED 3/15/17.
FINAL PROTECTED ZONE TO BE DETERMINED BY URBAN FORESTRY STAFF.



LEGEND:

1. TREE PROTECTION FENCE - 6' HIGH MINIMUM CHAIN LINK FENCE WITH AN ACCESS GATE. FENCING LIMITS SHALL EXTEND TO TPZ.
2. 2"Ø x 6' STEEL POSTS INSTALLED AT 8' MAXIMUM ON CENTER, TYPICAL WITH PIPE RAIL AND CORNER BRACES.
3. MAINTAIN EXISTING GRADE WITHIN THE TREE PROTECTION FENCE.
4. 8 1/2" x 11" MINIMUM RETROREFLECTIVE SIGN WITH THE FOLLOWING INFORMATION: 'TREE PROTECTION ZONE': NAME AND CONTACT INFORMATION OF PROJECT OWNER OR AUTHORIZED REPRESENTATIVE, 'PLEASE CONTACT THE CITY OF PASADENA CITIZEN SERVICE CENTER TO REPORT ANY CONCERNS (626) 744-7311'. SIGN MUST BE PROMINENTLY DISPLAYED, SPACED A MAXIMUM OF EVERY 50' ALONG EACH FENCE PERIMETER WITH A MINIMUM OF TWO(2) SIGNS, ONE(1) FACING THE STREET AND THE SECOND PLACED ON A DIFFERENT FACE IN THE MOST VISIBLE LOCATION.
5. PROVIDE MULCH AND TREE IRRIGATION WITHIN TPZ AS DESCRIBED IN TREE PROTECTION GUIDELINES.
6. PROVIDE STEEL PLATE PROTECTION WHERE FENCING CANNOT EXTEND TO TPZ AND UNPAVED AREAS OUTSIDE OF FENCE BUT WITHIN TPZ WHICH ARE SUBJECT TO VEHICULAR TRAFFIC AND/OR CONSTRUCTION ACTIVITY.

NOTES:

1. REFER TO TREE PROTECTION GUIDELINES AND ORDINANCE FOR ADDITIONAL TREE PROTECTION REQUIREMENTS. (TREE PROTECTION STANDARD IS PURSUANT TO PMC CHAPTER 8.52)
2. NO MATERIALS STORAGE, TRASH, OR EQUIPMENT OPERATION SHALL OCCUR INSIDE THE PROTECTED ZONE.
3. THE ESTABLISHED PROTECTED ZONE EXTENDS UNDERGROUND AND "TO THE SKY." ANY ENCROACHMENT IS PROHIBITED.
4. TREE PROTECTION IS APPLICABLE DURING THE CONSTRUCTION, REPAIR, ALTERATION, RELOCATION OR REMOVAL OF ANY BUILDING, STRUCTURE OR ACCESSORY STRUCTURE IN THE CITY.
5. A PUBLIC WORKS PERMIT IS REQUIRED FOR THE INSTALLATION OF PUBLIC TREE PROTECTION CHAIN LINK FENCING. PLEASE CONTACT 626-744-4195 FOR PERMIT REQUIREMENTS AND FEES.

TREE PROTECTION DETAIL — A

NOT TO SCALE

KEY STREE TREE PROTECTION NOTES

1) PLANS AND TREE PROTECTION MEASURES - SEE DETAIL "A"
2) TREES FOR SHADE PER CITY OF SANTA MARIA GUIDELINNES
3) EXISTING TREE COMPLIES WITH 100 % LOW WATER USE PLANTINGS: *PER WUCOLS IV, STATE OF CALIFORNIA FOR REGION 4 (SOUTH INLAND CALIFORNIA)*
4) TREE NON-INVASIVE PER CALIFORNIA INVASIVE PLANT COUNCIL
5)BEFORE CONSTRUCTION BEGINS, TREE TO BE PROTECTED WITH FENCING AND ALL OTHER MEAURES WILL BE REQUIRED. THE GENERAL CONTRACTOR MUST PROVIDE THE OWNER OF THE PROPERTY WITH PROOF OF PROTECTIVE MEASURES INCLUDING THE REQUIRED PERMIT AND INSPECTIONS PER THE CITY OF SANTA MARIA REQUIREMENTS

THIS PLAN PRELIMINARY ONLY
NOT FOR CONSTRUCTION

ROBERT F. ADAMS, ASLA
LANDSCAPE ARCHITECTURE
EARTHKNOWER STUDIO
SANTA BARBARA, CALIFORNIA
(805) 722-2644
WWW.EARTHKNOWER.COM

LICENSED LANDSCAPE ARCHITECT — Robert F. Adams No. 4294 — Signature — October 31, 2025 Renewal Date — Date — STATE OF CALIFORNIA

SUBMITTALS	DATE	DESCRIPTION
SUBMITTAL	08.09.2024	PLANNING DEPT
BLDG. DEPT:		
BID SET:		

RELEASES:

NO.	DATE	DESCRIPTION

CLIENT
SHASTA LLC
9034 SUNSET BLVD
WEST HOLLYWOOD, CALIFORNIA 90069

APPLICANT:
CHARLES COMPANY
9034 SUNSET BLVD,
WEST HOLLYWOOD CA, 90069
CONTACT: MARVIN JARMON
PHONE: (323) 620-3969

PROJECT
RETAIL REMODEL
226 EAST MAIN STREET (TOWN CENTER)
MALL - E. MAIN & MILLER
SANTA MARIA, CALIFORNIA 93454
APN 125 320 038 & 125 320 015

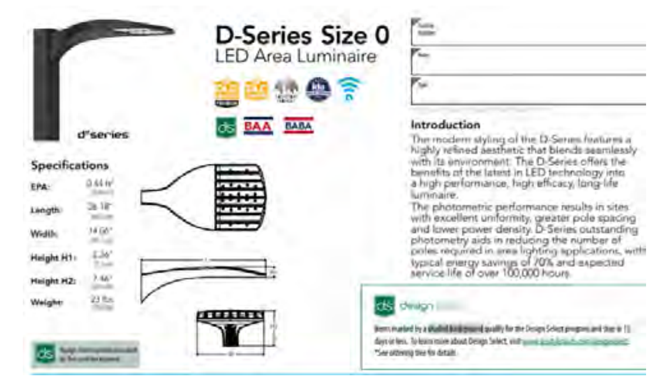
TREE PROTECTION NOTES AND DETAILS

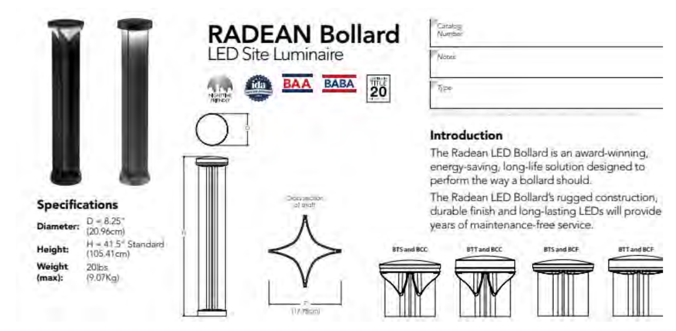
DRAWN: 01.24.2025 CHECKED: RFA
CAD FILE: JANUARY 2024
JOB NO.:
DATE: 01.24.2025
SCALE: 1" = 30'-0"

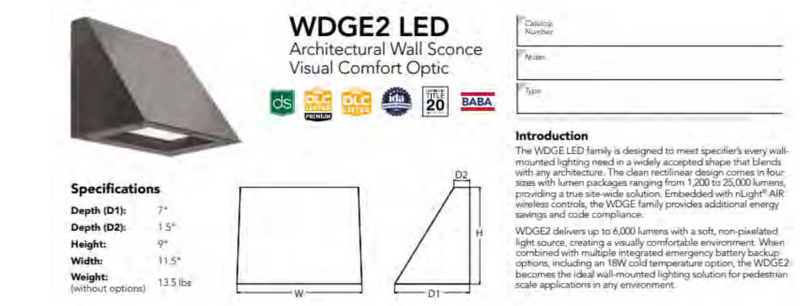
SHEET
L-3

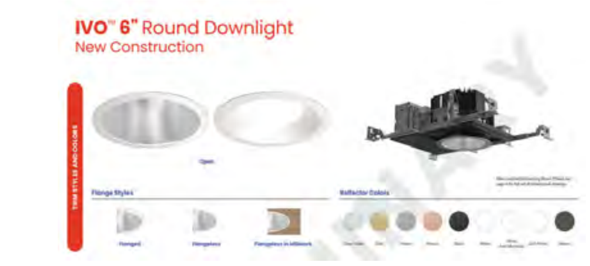
LIGHTING SCHEDULE

Symbol	Label	Qty	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lamp Output	LLF	Input Power	Distribution	Notes
	S1	4	Lithonia Lighting	DSX0 LED P4 30K 80CRI T2M MVOLT SPA PIRH DDBXD/SSS 16FT 4C DM19AS [FINISH]	D-Series Size 0 Area Luminaire P4 Performance Package 3000K CCT 80 CRI Type 2 Medium	3000K CCT 80 CRI	1	9584	0.92	93.04	TYPE III, MEDIUM, BUG RATING: B2 - U0 - G3	18FT MOUNTING HEIGHT
	S2	6	Lithonia Lighting	DSX0 LED P4 30K 80CRI T4M MVOLT SPA PIRH DDBXD/SSS 16FT 4C DM19AS [FINISH]	D-Series Size 0 Area Luminaire P4 Performance Package 3000K CCT 80 CRI Type 4 Medium	3000K CCT 80 CRI	1	9840	0.92	93.04	TYPE IV, MEDIUM, BUG RATING: B2 - U0 - G3	18FT MOUNTING HEIGHT
	S3	8	Lithonia Lighting	DSX0 LED P4 30K 80CRI T5W MVOLT SPA PIRH DDBXD/SSS 16FT 4C DM28AS [FINISH]	D-Series Size 0 Area Luminaire P4 Performance Package 3000K CCT 80 CRI Type 5 Wide	3000K CCT 80 CRI	1	10288	0.92	186.08	TYPE VS, BUG RATING: B4 - U0 - G2	18FT MOUNTING HEIGHT
	S4	11	Lithonia Lighting	RADB LED P5 30K SYM MVOLT BTS BCCDNATXD DBLXD	RADB LED P5 30K SYM DDBXD	3000K CCT 80 CRI	1	2116	0.92	32.31	TYPE VS, BUG RATING: B1 - U1 - G0	40" MOUNTING HEIGHT
	S5	15	EVERGREEN LIGHTING	GRA-W-40W	CUSTOM WALL SERIES, ALUMINUM HOUSING, WHITE HR ACRYLIC LENS	3000K CCT 80 CRI	1	3600	0.92	40	UNCLASSIFIED, UNCLASSIFIED, BUG RATING: B0 - U3 - G2	9FT AFF
	S6	4	Gotham Architectural Lighting	IVO4CYL SC D 15LM 30K 80CRI MD P AR LS	IVO4 Cylinder 1500 Lumens 30K 80CRI Medium Open Reflector Clear Specular	3000K CCT 80 CRI	1	1415	0.92	15.71	DIRECT, SC-0=0.83, SC-90=0.83	SURFACE MOUNT UNDER SOFFIT- 15FT AFF
	S7	7	Lithonia Lighting	WDGE2 LED P3SW 30K 80CRI VW MVOLT SRM XXX	WDGE2 LED WITH P3SW - PERFORMANCE PACKAGE, 3000K, 80CRI, VISUAL COMFORT WIDE OPTIC	3000K CCT 80 CRI	1	3015	0.92	22.99	TYPE II, VERY SHORT, BUG RATING: B1 - U0 - G0	9FT AFF
	S8	26	Gotham Architectural Lighting	IVO6S D 40LM 30K 80CRI WD MIN10 MVOLT ZT NCH P AR LSS F	IVO6 Downlight 4000 Lumens 3000K 80+ CRI Wide Batwing Open Parabolic Clear Anodized Specular	3000K CCT 80 CRI	1	3671	0.92	40.47	DIRECT, SC-0=1.08, SC-90=1.08	



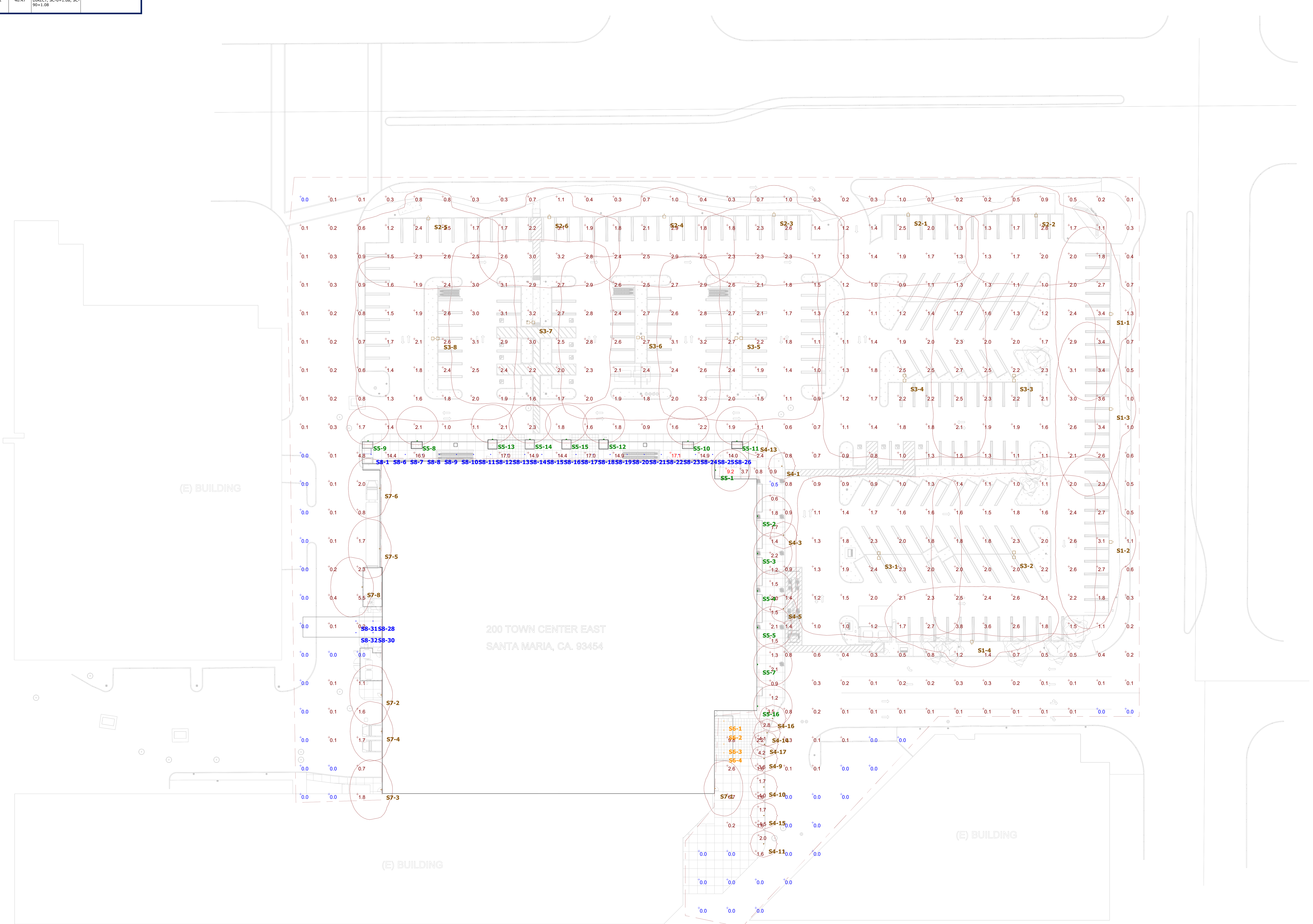






STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	UG
EAST WALKWAY	+	2.3 fc	9.2 fc	0.5 fc	18.4:1	4.6:1	-1.0
SITE LIGHTING	+	1.7 fc	17.1 fc	0.0 fc	N/A	N/A	-1.0



Plan View
Scale - 1" = 40ft

DISCLAIMER
The photometric calculation is provided as service for evaluating lighting levels and the results are based upon the data entered by the designer and the criteria provided by the customer. Responsibility of approval is by others. All of the data and fixture selections shall be reviewed and accepted by the approving authority. Fixture nomenclature shall be approved through submittal process prior to product being ordered.

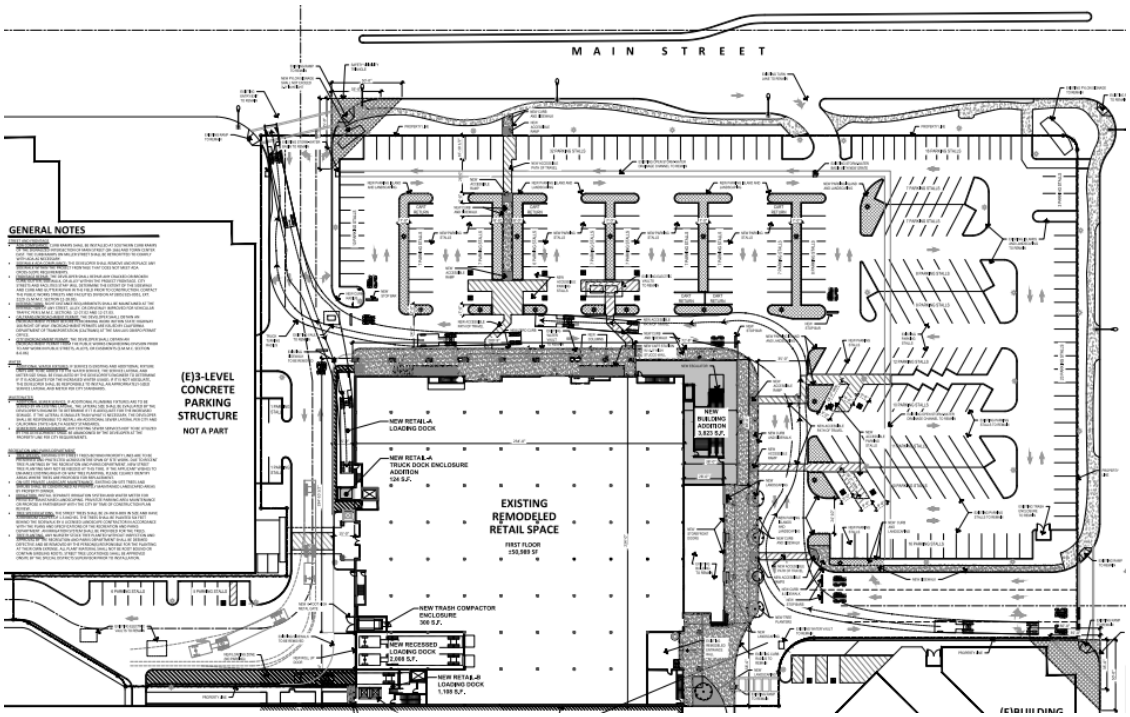
RETAIL REMODEL
SANTA MARIA TOWN CENTER
SANTA MARIA, CA
SITE PHOTOMETRIC

MVS

LAYOUT PROVIDED BY:
STEVE DOMINGUEZ
805-701-8156
DATE:
2024
SCALE
Not to Scale
FILE NAME:

SEARS BUILDING REMODEL PROJECT
CITY OF SANTA MARIA, CALIFORNIA

TRAFFIC, CIRCULATION AND VMT STUDY



April 19, 2024 **ATE #24017**

Mark Gabay
Charles Company
9034 W. Sunset Boulevard
West Hollywood, CA 90069

ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 ● (805) 687-4418 ● FAX (805) 682-8509

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805)687-4418 • FAX (805)682-8509 • main@atesb.com

Since 1978

Richard L. Pool, P.E.
Scott A. Schell

April 19, 2024 24017R01

Mark Gabay
Charles Company
9034 W. Sunset Boulevard
West Hollywood, CA 90069

TRAFFIC, CIRCULATION AND VMT STUDY
FOR THE SEARS BUILDING REMODEL PROJECT - CITY OF SANTA MARIA

Associated Transportation Engineers (ATE) has prepared the following traffic, circulation and VMT study for the Sears Building Remodel Project, located in the City of Santa Maria.

We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers

Scott A. Schell
Principal Transportation Planner

CONTENTS

TABLES

FIGURES

INTRODUCTION

The following report contains an analysis of the potential traffic and circulation effects of the Sears Building Remodel Project (the "Project"), proposed in the City of Santa Maria. The study evaluates the existing and future traffic conditions in the study area in order to determine the Project's consistency with the City's transportation policies. The intersections analyzed in the study were determined based on input provided by City of Santa Maria staff. An analysis of site access, circulation and queuing is provided. The study also evaluates the Project's potential CEQA transportation impacts based on the City's adopted "Vehicle Miles Traveled" (VMT) impact criteria.

PROJECT DESCRIPTION

The Project site is located at the south side of Main Street east of Broadway and west of Miller Street in the City of Santa Maria, as shown on Figure 1. Figure 2 presents the Project site plan. The Project site is currently occupied by the vacant Sears Building. The Project is proposing to redevelop the building with a 50,989 SF grocery store on the first floor, a 27,242 SF apparel store on the second floor, and an additional 23,651 SF apparel store on the second floor. Parking for the Project would be provided within the adjacent existing surface parking lot and parking structures. Access to the Project is provided via the existing driveways on Broadway and Miller Street; and at the signalized Town Center Drive intersection on Main Street.

TRAFFIC ANALYSIS SCENARIOS

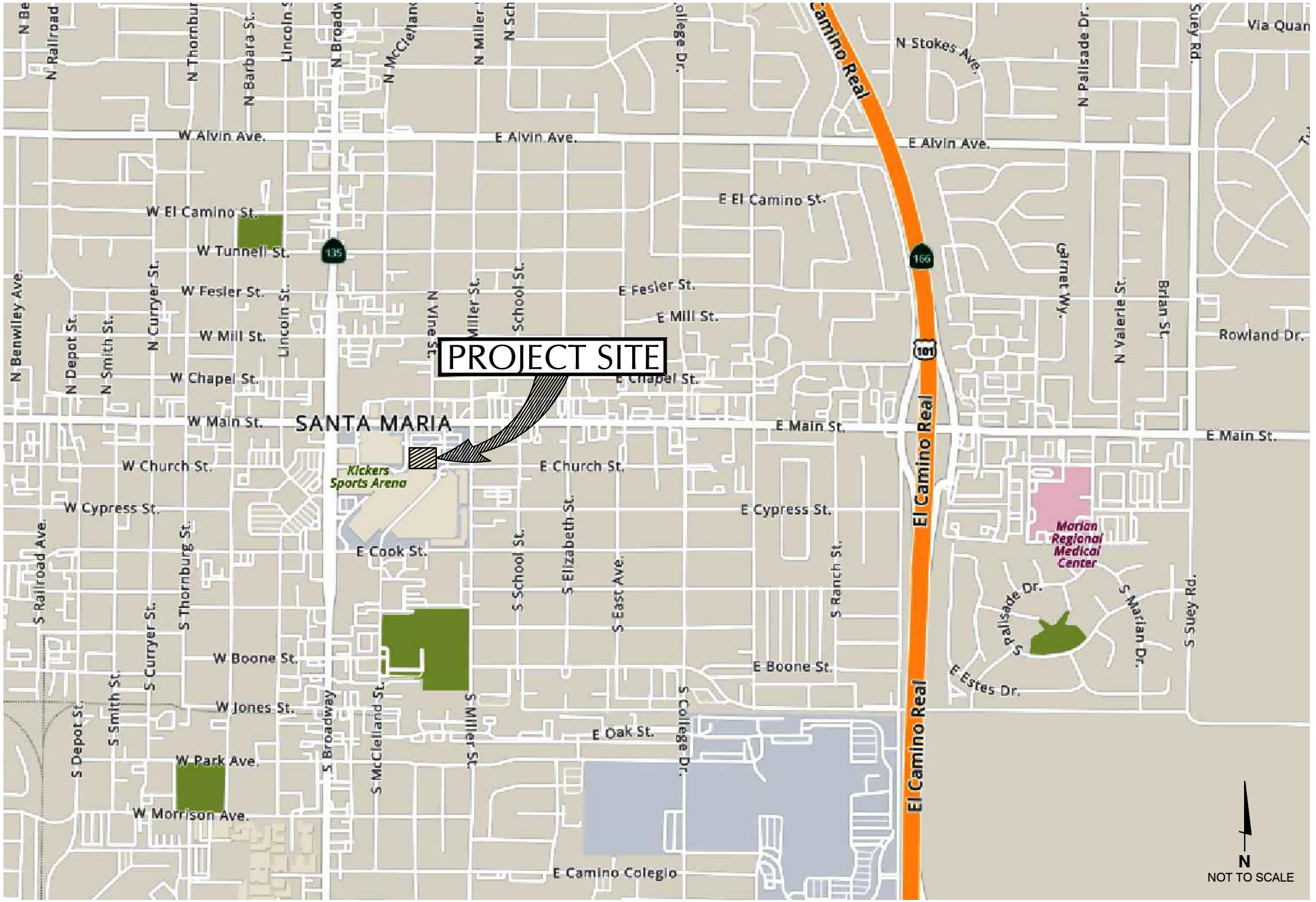
The following scenarios are included in the traffic analysis.

Existing Conditions: This scenario describes the existing street network and evaluates peak hour operations at the key study-area intersections identified for analyses.

Existing + Project: This scenario evaluates traffic operations assuming Existing + Project traffic forecasts. The Project's consistency with the City's transportation policies is evaluated for this scenario.

Cumulative Conditions: This scenario evaluates traffic operations assuming the additional traffic that will be generated by approved and pending developments located in the adjacent areas of the City. Traffic volumes generated by the approved and pending projects are layered onto the Existing baseline traffic forecasts for analyses.

Cumulative + Project: This scenario evaluates operations assuming the Cumulative conditions plus the traffic generated by the Project. The Project's consistency with the City's transportation policies is evaluated for this scenario.

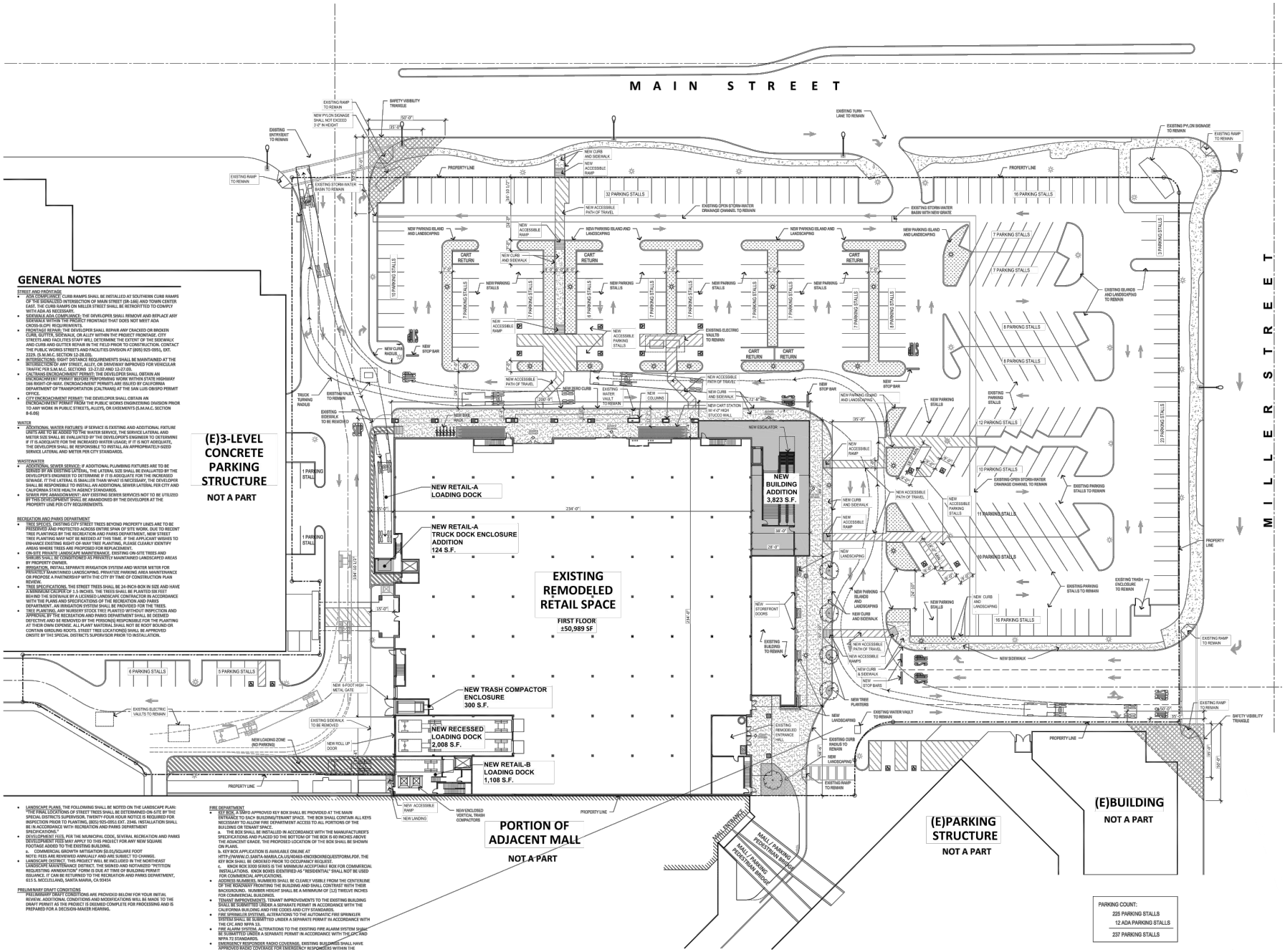


ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE LOCATION

FIGURE 1

JH - ATE#24017



ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE PLAN

FIGURE 2

JH - ATE#24017

EXISTING CONDITIONS

Existing Street Network

The Project site is served by a network of highways, arterials, and collector streets, as shown on Figure 3. The following text provides a brief discussion of the major components of the study-area street network.

US 101, located east of the Project site, is a freeway that serves as the major north-south link through the Santa Maria Valley and is the principal inter-city route along the Pacific Coast. US 101 is a 6-lane freeway within the Santa Maria area, with 4 lanes provided north and south of the City. Access to the Project site from US 101 is provided via the Main Street interchange.

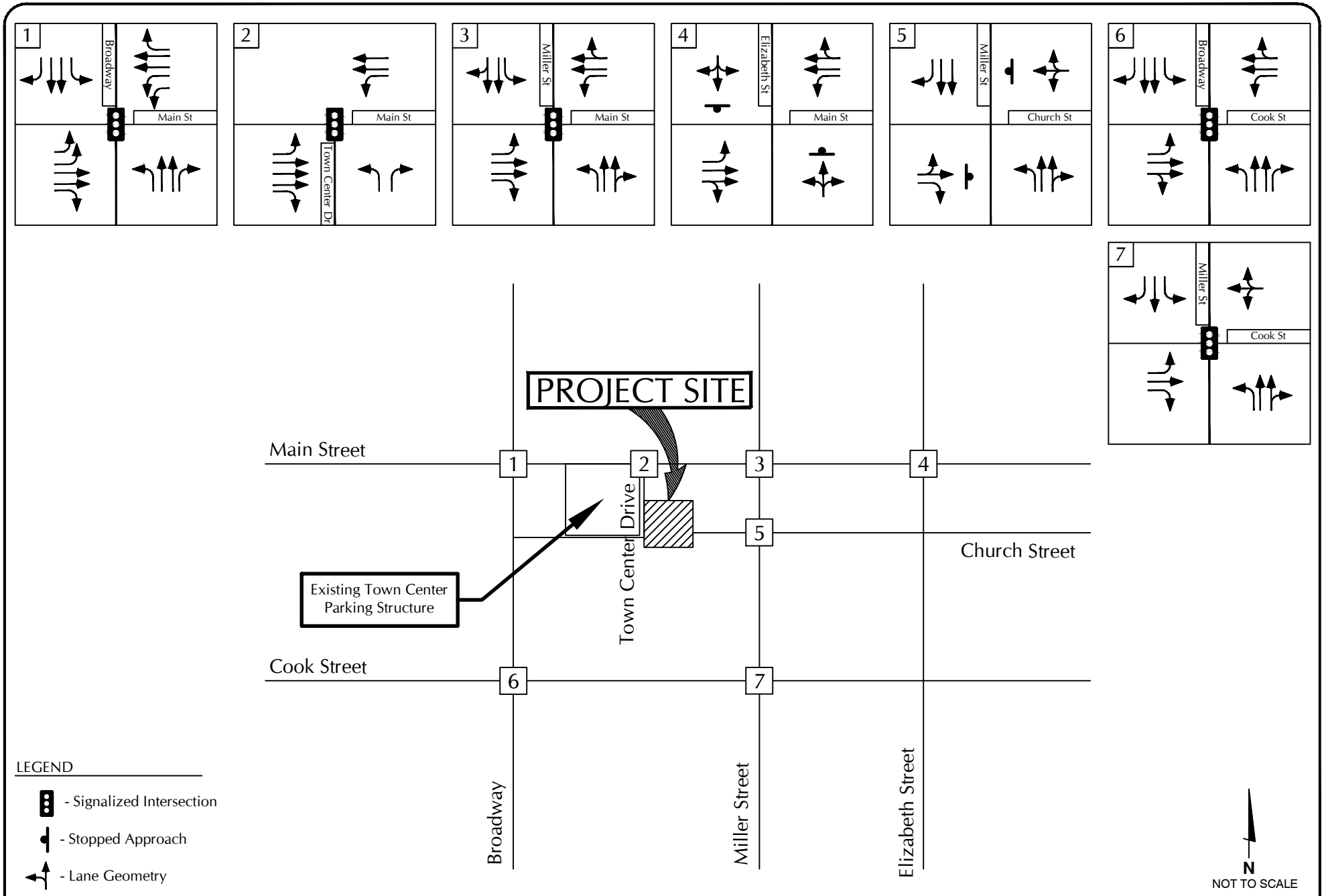
Broadway (State Route 135), located west of the Project site, is a Primary Arterial roadway that extends from US 101 on the north end of the City to its junction with State Route 1 south of the Orcutt community. Broadway is a four- to six-lane arterial that serves as the primary north-south route through the Santa Maria/Orcutt area. The roadway is named "Broadway" north of Santa Maria Way and "Orcutt Expressway" south of Santa Maria Way. Broadway provides access to the Project via two existing driveway connections located west of the Project. Class II (on-street) bike lanes are provided on Broadway north and south of Main Street.

Main Street (State Route 166), located north of the Project site, is a Primary Arterial roadway that extends west from US 101 as State Route (SR) 166 to the City of Guadalupe. East of US 101, Main Street extends to Stowell Road where it transitions to Philbric Road. Main Street provides access to the Project at the signalized Town Center Drive intersection. No bike facilities are provided on Main Street within the Project study-area.

Miller Street, located east of the site, is a north-south Secondary Arterial providing a secondary north-south access route for the eastern area of Santa Maria. Many local drivers use this facility as an alternative to Broadway for north-south travel. Within the study-area, Miller Street contains four lanes and is controlled by traffic signals at the Main Street and Cook Street intersections. Miller Street provides access at the Church Street intersection. Class II bike lanes are provided on Miller Street south of Cook Street.

Cook Street, located south of the Project site, is a 4-lane Collector street west of Miller Street and a 2-lane Collector street east of Miller Street. No bike facilities are provided on Cook Street within the Project study-area.

Town Center Drive, located north of the Project site, is a two-lane internal street that provides access to the Project and the Santa Maria Town Center via the connections to Main Street and Broadway. No bike facilities are provided on Town Center Drive within the Project study-area.



ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING STREET NETWORK AND INTERSECTION TRAFFIC CONTROLS

FIGURE 3

JH - ATE#24017

Church Street, located east of the site, is a two-lane local street located opposite the Project access connection on Miller Street. Church Street extends east from Blosser Road to College Drive. Church Street is controlled by stop-signs at the Miller Street intersection. No bike facilities are provided on Church Street within the Project study-area.

Elizabeth Street, located east of the site, is a two-lane local street. No bike facilities are provided on Elizabeth Street within the Project study-area.

Existing Pedestrian Facilities

Within the Project study area, sidewalks are currently provided on Broadway, Main Street Miller Street, and Town Center Drive. ADA accessible crosswalks with pedestrian signals heads are provided on all legs of the Main Street/Broadway, Main Street/Town Center Drive and Main Street/Miller Street intersections.

Existing Transit Facilities

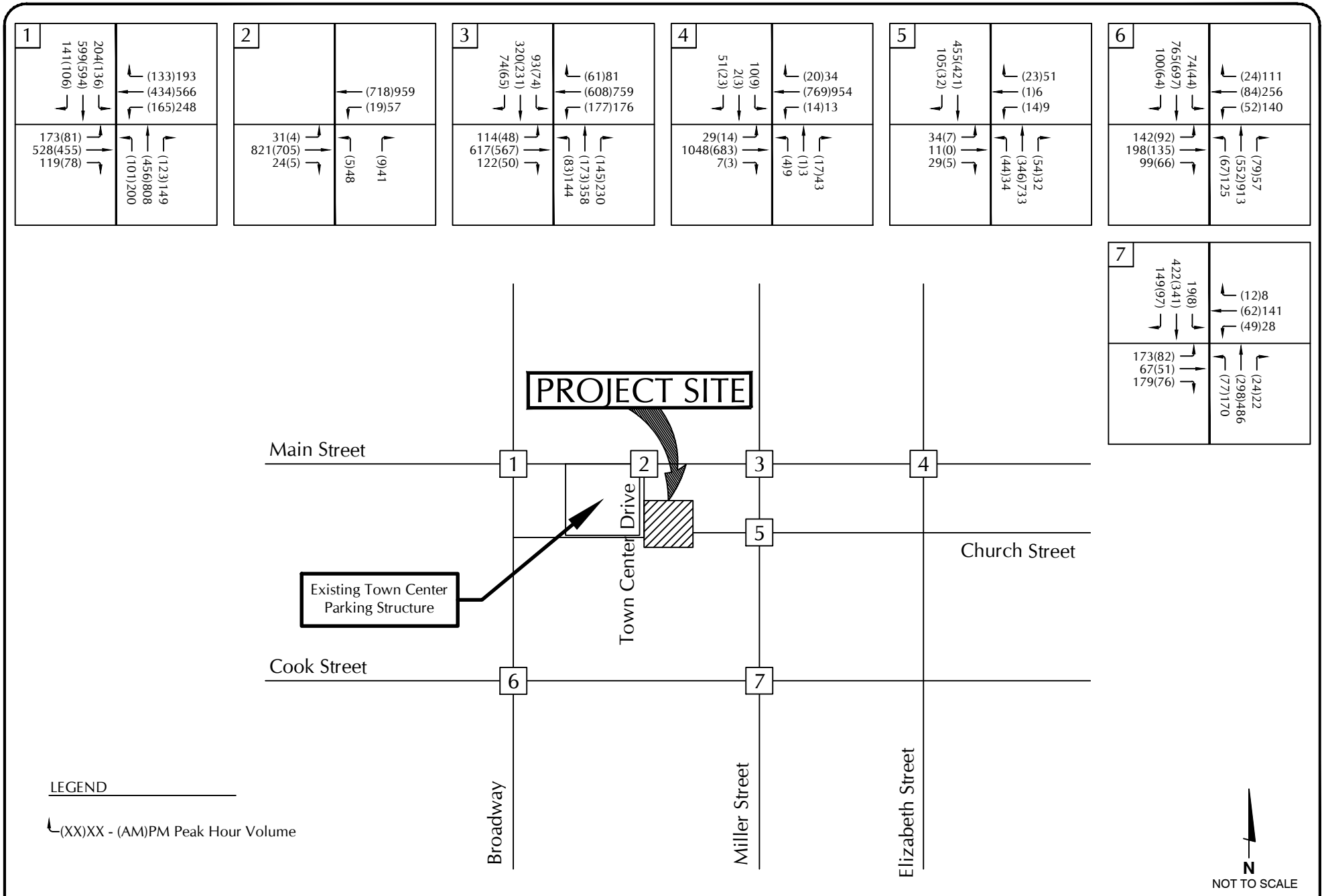
Transit service in the City of Santa Maria is provided by the Santa Maria Regional Transit (SMRT) service. The Santa Maria Transit Center is located on Miller Street at Boone Street (approximately 3,000 feet south of the site). A major bus stop is provided adjacent to the project site on Main street. Another transit stop is also provided on the west side of Broadway. SMRT Routes 1, 2, 3, 4, 5, 9, 11, and 12x all provide service to one or more of these transit stops, thus the Project site is well served by transit. Breeze Route 100 is a weekday bus service between the Santa Maria and Lompoc Transit Centers with seven trips per day in each direction. The closest stops to the Project site are at the Santa Maria Transit Center.

Intersection Operations

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. "Levels of Service" (LOS) A through F are used to rate intersection operations, with LOS A indicating very good operation and LOS F indicating poor operation (more complete definitions are contained in the Technical Appendix for reference). The City of Santa Maria considers LOS D as the performance standard for intersections (maintain LOS D or better).

The existing traffic controls and lane geometry for the study-area intersections are presented on Figure 3. Existing intersection traffic volumes were obtained from traffic count data collected in January of 2023 and March of 2024 (see Technical Appendix for count data). Counts were conducted during the AM peak commuter period (7:00-9:00 AM) and PM peak commuter period (4:00-6:00 PM). The peak 1-hour volumes were then identified for the analysis. Figure 4 presents the existing peak hour traffic volumes for the study-area intersections.

Levels of service for the signalized intersections were calculated using the intersection capacity utilization (ICU) methodology. Table 1 lists the existing traffic control and levels of service for the study-area intersections identified for the analysis.



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EXISTING TRAFFIC VOLUMES

FIGURE 4

JH - ATE#24017

Table 1
Existing Levels of Service

Intersection	Control	AM Peak Hour		PM Peak Hour	
		ICU or Delay	LOS	ICU or Delay	LOS
Broadway/Main Street (a)	Signal	0.54	LOS A	0.72	LOS C
Town Center Drive/Main Street	Signal	0.33	LOS A	0.44	LOS A
Miller Street/Main Street (a)	Signal	0.53	LOS A	0.68	LOS B
Elizabeth Street/Main Street (a)(b)	Stop-Sign	14.0 sec.	LOS B	19.3 sec.	LOS C
Miller Street/Church Street (b)	Stop-Sign	9.9 sec.	LOS A	14.7 sec.	LOS B
Broadway/Cook Street (a)	Signal	0.46	LOS A	0.64	LOS B
Miller Street/Cook Street	Signal	0.49	LOS A	0.69	LOS B

(a) Intersection is under the jurisdiction of Caltrans.
(b) Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

The data presented in Table 1 show that the study-area intersections currently operate in the LOS A-C range during the AM and PM peak hours, which meet the City's LOS D operating standard.

TRAFFIC POLICY STANDARDS

The City of Santa Maria Circulation Element considers LOS D acceptable for roadway and intersection operations, with improvements required for LOS E and F. It is noted that four of the study-area intersections are under Caltrans' jurisdiction. The current Caltrans traffic analysis guidelines are based on VMT and not LOS, thus the VMT section of this report addresses the Caltrans requirements.

EXISTING + PROJECT CONDITIONS

Project Trip Generation

Trip generation estimates were calculated for the Project using rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition).[1] The rates for Supermarket (Land Use Code #850) and Apparel Store (Land Use Code #876) were used for the analysis of the proposed Project. The rates for Shopping Center (Land Use Code #820) were used for the analysis of the existing Sears building. The trip generation estimates for the existing Sears building were used as credits for the Proposed Project.

[1] Trip Generation, Institute of Transportation Engineers, 11th Edition, 2021.

Commercial Pass-By/Primary Trip Estimates

Pursuant to ITE recommendations, the trip generation analysis also accounts for "Pass-By" trips and "Primary" trips that would be generated by the commercial uses. Pass-By trips are trips that would come from the existing traffic streams on Broadway, Miller Street, and Main Street; and would not affect the study-area street network beyond the Project site. Primary trips are trips with the sole purpose of patronizing the commercial center (i.e., from home to the store and then return home). Based on the data presented in the ITE Trip Generation manual, the Pass-By Trip percentage is approximately 24% for the grocery store and 19% for the apparel store and Sears building. Table 2 presents the net trip generation estimates (detailed worksheets contained in the Technical Appendix) for the Project with the pass-by factors.

Table 2
Project Trip Generation – Net New Trips

Land Use	Size	Pass-By Factor	ADT		AM Peak Hour		PM Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
Proposed								
Grocery Store (a)	50,989 SF	0.76	93.84	3,637	2.86	111 (65/46)	8.95	347 (173/174)
Apparel Store #1 (b)	27,242 SF	0.81	66.40	1,465	1.00	22 (18/4)	4.12	91 (46/45)
Apparel Store #2 (b)	23,651 SF	0.81	66.40	1,272	1.00	19 (15/4)	4.12	78 (40/38)
Subtotal				**6,374**		**152 (98/54)**		**516 (259/257)**
Existing								
Sears (c)	101,882 SF	0.81	37.01	**3,055**		**70 (43/27)**		**280 (134/146)**
Net Total Trip Generation:				**3,319**		**82 (55/27)**		**236 (125/111)**

(a) Trip generation based on ITE rates for Supermarket (ITE #850).
(b) Trip generation based on ITE rates for Apparel Store (ITE #876).
(c) Trip generation based on ITE rates for Shopping Center (ITE #820).

The data presented in Table 2 indicate that the Project is forecast to generate 3,319 ADT, 82 AM peak hour trips and 236 PM peak hour trips (after the credits and pass-by adjustments).

Project Trip Distribution

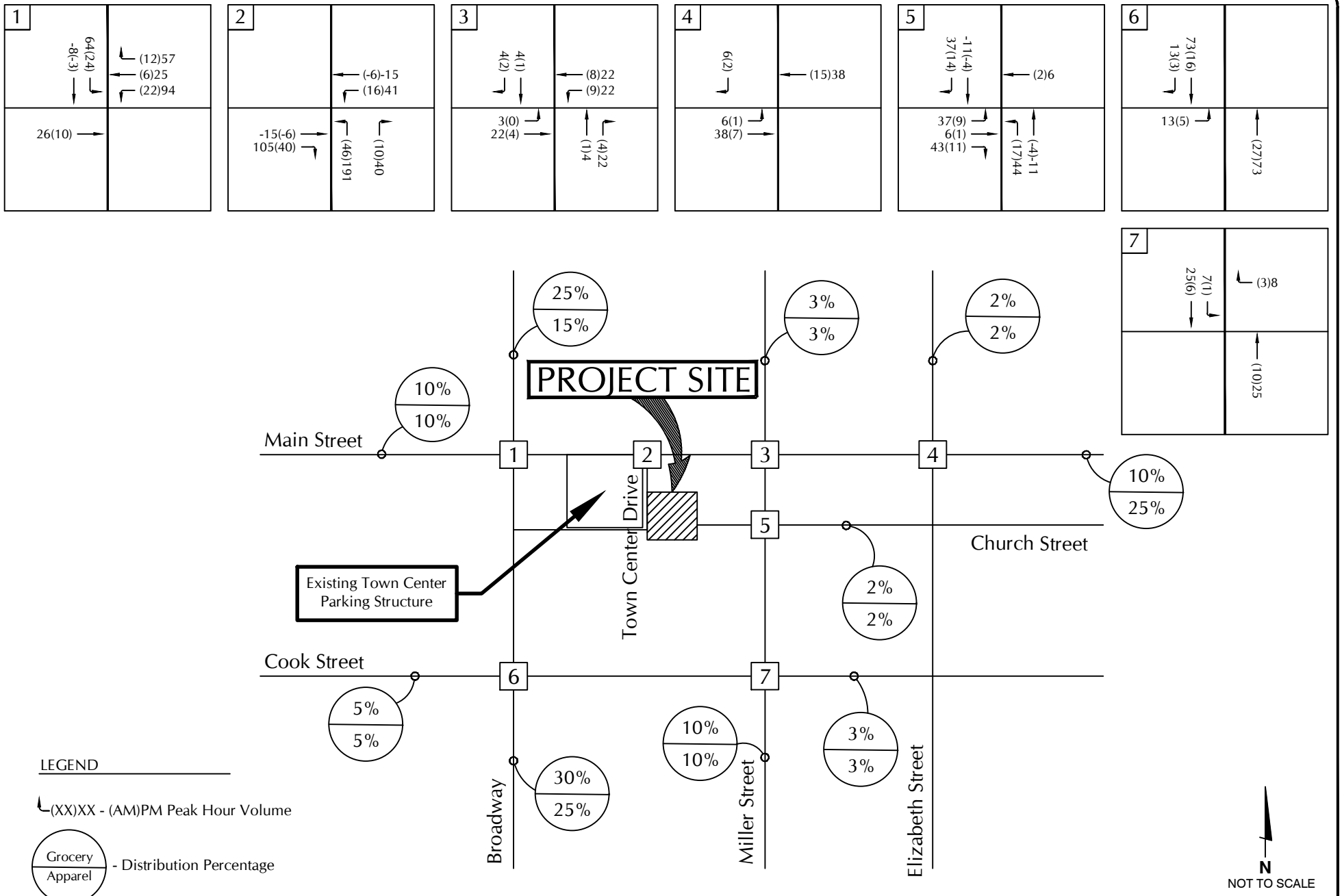
The trip distribution pattern for the Project was developed based on existing traffic patterns observed in the study-area, consideration of the land uses in the surrounding area, and the proposed access and parking system. Given that the traffic generated by the grocery store would have a more local orientation than the traffic generated by the apparel stores and the Sears building, two separate distribution patterns were developed for these Project components. Table 3 presents the trip distribution patterns developed for the Project and Figures 5 illustrates the trip distribution and assignment of Project traffic.

Table 3
Project Trip Distribution

Origin/Destination	Direction	Grocery Store	Apparel & Sears
		Percentage	Percentage
Broadway	North	25%	15%
	South	30%	25%
Miller Street	North	3%	3%
	South	10%	10%
Elizabeth Street	North	2%	2%
Main Street	East	10%	25%
	West	10%	10%
Church Street	East	2%	2%
Cook Street	East	3%	3%
	West	5%	5%
Totals		**100%**	**100%**

Existing + Project Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Existing + Project traffic volumes shown on Figure 6. Tables 4 and 5 compare the Existing and Existing + Project level of service forecasts and identify the Project's consistency with the City's LOS D standard.

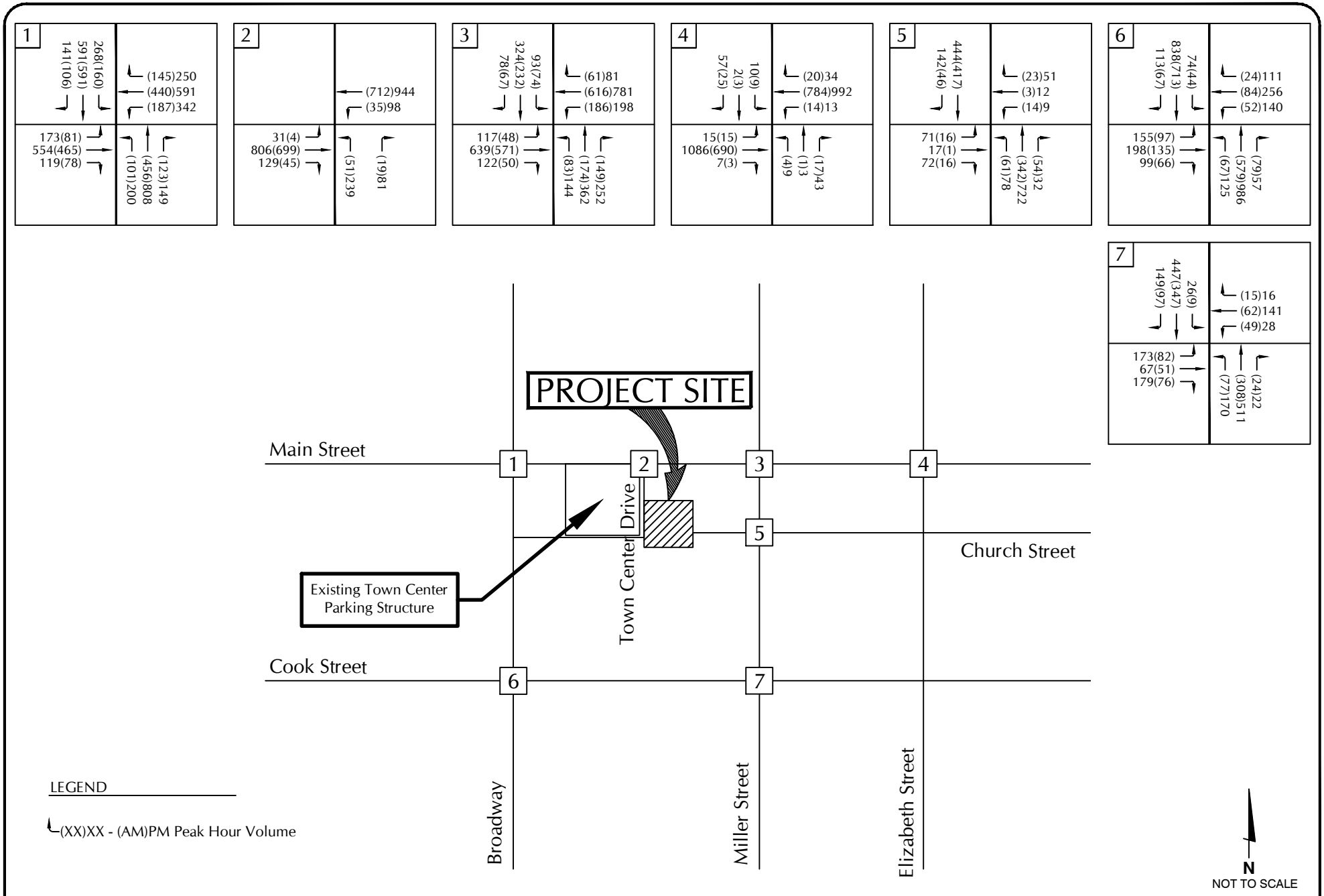


ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

JH - ATE#24017



Associated Transportation Engineers

EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

JH - ATE#24017

Table 4
Existing + Project Levels of Service – AM Peak Hour

Intersection	Existing		Existing + Project		Consistent?
	ICU or Delay	LOS	ICU or Delay	LOS	
Broadway/Main Street	0.54	LOS A	0.55	LOS A	Yes
Town Center Drive/Main Street	0.33	LOS A	0.36	LOS A	Yes
Miller Street/Main Street	0.53	LOS A	0.54	LOS A	Yes
Elizabeth Street/Main Street (a)	14.0 sec.	LOS B	14.1 sec.	LOS B	Yes
Miller Street/Church Street (a)	9.9 sec.	LOS A	10.7 sec.	LOS B	Yes
Broadway/Cook Street	0.46	LOS A	0.46	LOS A	Yes
Miller Street/Cook Street	0.49	LOS A	0.49	LOS A	Yes

(a) Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

Table 5
Existing + Project Levels of Service – PM Peak Hour

Intersection	Existing		Existing + Project		Consistent?
	ICU or Delay	LOS	ICU or Delay	LOS	
Broadway/Main Street	0.72	LOS C	0.80	LOS C	Yes
Town Center Drive/Main Street	0.44	LOS A	0.55	LOS A	Yes
Miller Street/Main Street	0.68	LOS B	0.69	LOS B	Yes
Elizabeth Street/Main Street (a)	19.3 sec.	LOS C	20.4 sec.	LOS C	Yes
Miller Street/Church Street (a)	14.7 sec.	LOS B	19.6 sec.	LOS C	Yes
Broadway/Cook Street	0.64	LOS B	0.67	LOS B	Yes
Miller Street/Cook Street	0.69	LOS B	0.71	LOS C	Yes

(a) Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

The data presented in Tables 4 and 5 show that the study-area intersections are forecast to operate in the LOS A-C range during the AM and PM peak hours with Existing + Project traffic, which meet the City's LOS D operating standard.

CUMULATIVE ANALYSIS

Cumulative Traffic Volumes

Cumulative traffic volumes were forecast for the study-area intersections assuming development of the approved and pending projects located in the adjacent portions of the City (list of cumulative projects is contained in the Technical Appendix). Trip generation estimates were developed for the cumulative projects using ITE rates or from traffic studies prepared for the cumulative projects (cumulative trip generation calculations are contained in the Technical Appendix). Traffic generated by the cumulative projects was then added to the Existing volumes to produce the Cumulative traffic forecasts. Figure 7 shows the Cumulative traffic volumes and Figure 8 shows the Cumulative + Project volumes.

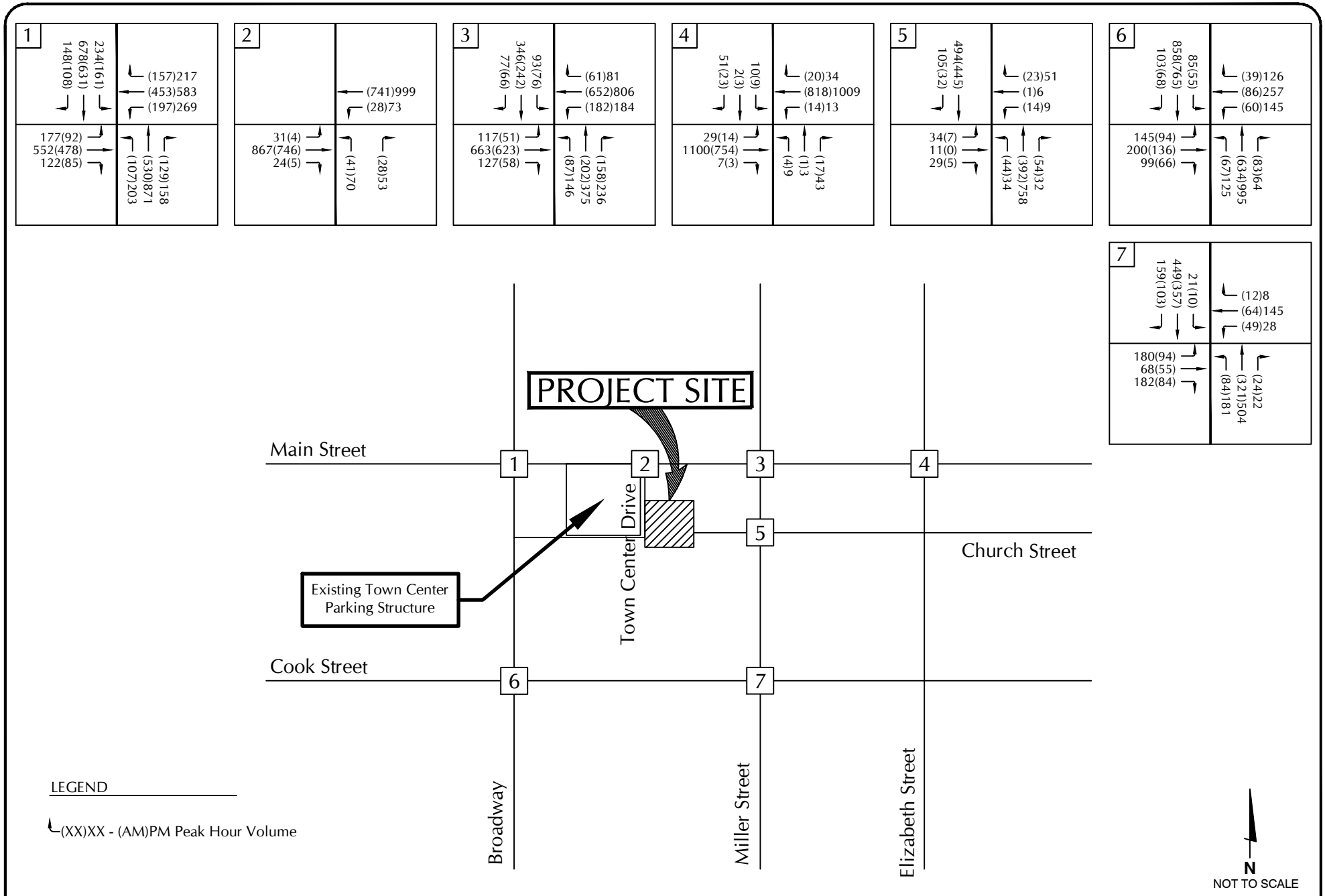
Cumulative Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Cumulative and Cumulative + Project traffic volumes presented on Figures 7 and 8. Tables 6 and 7 compare the Cumulative and Cumulative + Project levels of service forecasts and identify the Project's consistency with the City's LOS D standard.

Table 6
Cumulative + Project Levels of Service – AM Peak Hour

Intersection	Cumulative		Cumulative + Project		Consistent?
	ICU or Delay	LOS	ICU or Delay	LOS	
Broadway/Main Street	0.58	LOS A	0.60	LOS A	Yes
Town Center Drive/Main Street	0.37	LOS A	0.40	LOS A	Yes
Miller Street/Main Street	0.57	LOS A	0.58	LOS A	Yes
Elizabeth Street/Main Street (a)	14.9 sec.	LOS B	15.1 sec.	LOS C	Yes
Miller Street/Church Street (a)	10.1 sec.	LOS B	11.0 sec.	LOS B	Yes
Broadway/Cook Street	0.48	LOS A	0.49	LOS A	Yes
Miller Street/Cook Street	0.51	LOS A	0.52	LOS A	Yes

(a) Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

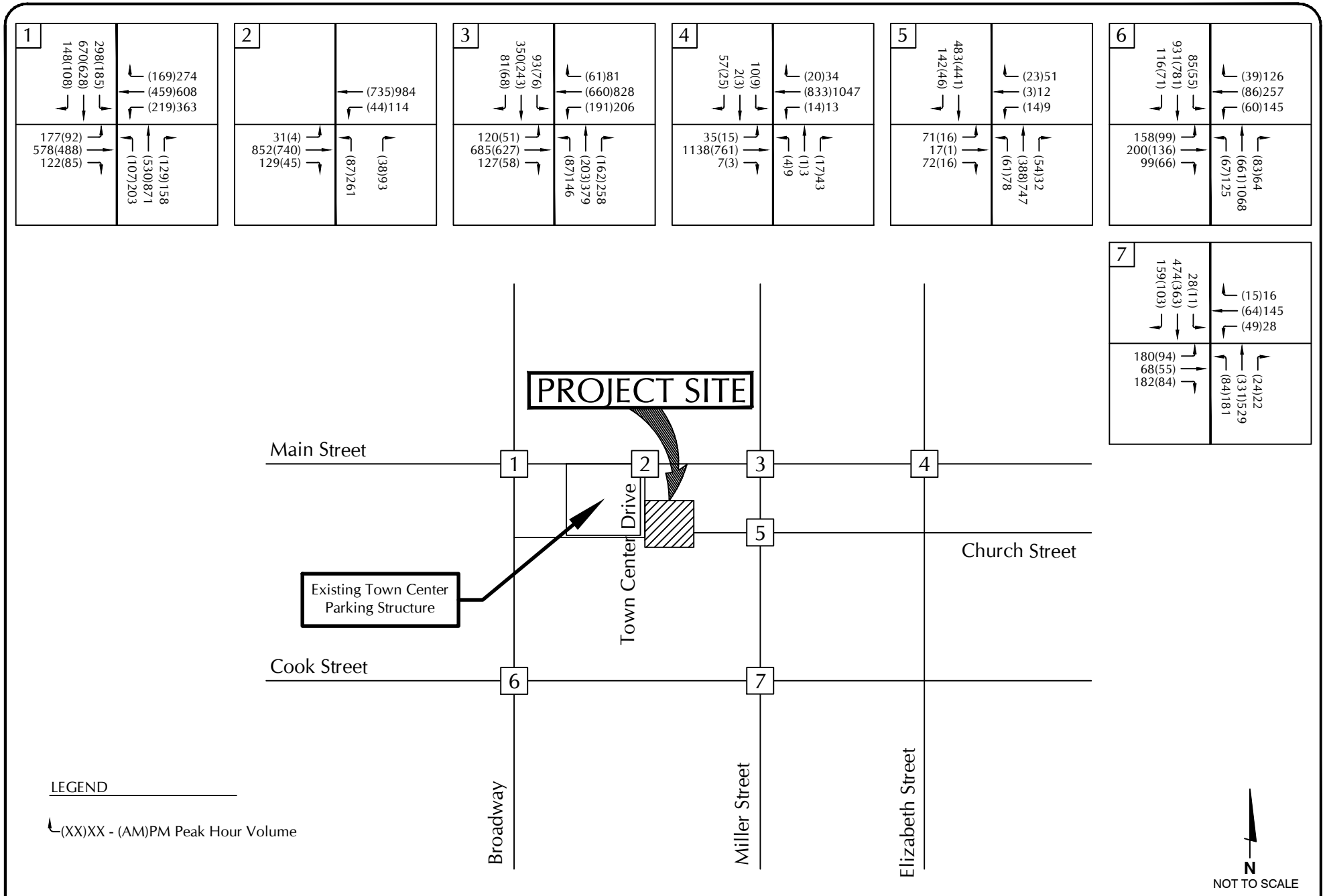


ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

JH - ATE#24017



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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

JH - ATE#24017

Table 7
Cumulative + Project Levels of Service – PM Peak Hour

Intersection	Cumulative		Cumulative + Project		Consistent?
	ICU or Delay	LOS	ICU or Delay	LOS	
Broadway/Main Street	0.78	LOS C	0.85	LOS D	Yes
Town Center Drive/Main Street	0.47	LOS A	0.58	LOS A	Yes
Miller Street/Main Street	0.70	LOS B	0.72	LOS C	Yes
Elizabeth Street/Main Street (a)	21.1 sec.	LOS C	22.4 sec.	LOS C	Yes
Miller Street/Church Street (a)	15.5 sec.	LOS C	21.4 sec.	LOS C	Yes
Broadway/Cook Street	0.68	LOS B	0.71	LOS C	Yes
Miller Street/Cook Street	0.72	LOS C	0.74	LOS C	Yes

(a) Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

As shown in Tables 6 and 7, the study-area intersections are forecast to operate in the LOS A-D range during the AM and PM peak hours with Cumulative and Cumulative + Project traffic, which meet the City's LOS D standard.

SITE ACCESS AND CIRCULATION

Access Driveways

As noted in the Project Description, parking for the Project would be provided within the existing Town Center Mall surface parking lot and parking structures. Vehicular access would be provided via the existing driveways on Broadway and Miller Street; and at the signalized Town Center Drive intersection on Main Street. The parking structure entrance on Main Street at Town Center Drive is signalized and is forecast to operate at LOS A with Cumulative + Project volumes, indicating good operations with the addition of Project traffic. Additionally, the driveway at the unsignalized Miller Street/Church Street intersection is forecast to operate in the LOS B - C range with Cumulative + Project volumes, further indicating good operations with the addition of Project traffic. The Project also has a standard driveway entrance on Broadway with right-turn in and out access.

Main Street Queuing Analysis

A queuing analysis was completed for the Main Street intersections adjacent to the Project site to determine if future vehicle queues will be accommodated in the available storage. The analysis reviews queue forecasts for the left-turn lanes under Cumulative + Project scenarios.

The queueing analysis was completed using the SYNCHRO software program. The SYNCHRO software implements the Highway Capacity Manual (HCM) operations methodology and predicts both "50th Percentile" and "95th Percentile" queue forecasts for the peak period. The 50th percentile queue forecasts represent the average queues during the peak period. The 95th percentile queue forecasts represent the peak queues during the peak period and are recommended for design purposes. Worksheets showing the queue forecasts are contained in the Technical Appendix. Tables 8 and 9 summarize the lane storage provided and the average (50^{th}) and peak (95^{th}) queue forecasts for Main Street intersections adjacent to the site.

Table 8
Cumulative + Project AM Peak Hour - Left-Turn Storage and Queues

Intersection	Storage Length	Cumulative + Project		Exceeds Storage?
		50^{th} % Queue	95^{th} % Queue	
Main/Broadway				
• WB Left-Turn #1	450 Feet	143 Feet	178 Feet	No
• WB Left-Turn #2	450 Feet	133 Feet	184 Feet	No
• SB Left-Turn	520 Feet	175 Feet	282 Feet	No
Main St/Town Center Drive				
• WB Left-Turn	240 Feet	17 Feet	40 Feet	No
• EB Left-Turn	140 Feet	< 1 Vehicle	< 1 Vehicle	No
• NB Left-Turn	130 Feet	38 Feet	66 Feet	No
Main St/Miller St				
• WB Left-Turn	230 Feet	95 Feet	126 Feet	No
• EB Left-Turn	250 Feet	37 Feet	78 Feet	No

Table 9
Cumulative + Project PM Peak Hour - Left-Turn Storage and Queues

Intersection	Storage Length	Cumulative + Project		Exceeds Storage?
		50th % Queue	95th % Queue	
Main/Broadway				
• WB Left-Turn #1	450 Feet	120 Feet	180 Feet	No
• WB Left-Turn #2	450 Feet	124 Feet	174 Feet	No
• SB Left-Turn	520 Feet	179 Feet	276 Feet	No
Main St/Town Center Drive				
• WB Left-Turn	240 Feet	98 Feet	140 Feet	No
• EB Left-Turn	140 Feet	18 Feet	33 Feet	No
• NB Left-Turn	130 Feet	82 Feet	120 Feet	No
Main St/Miller St				
• WB Left-Turn	230 Feet	135 Feet	208 Feet	No
• EB Left-Turn	250 Feet	77 Feet	146 Feet	No

The data presented in Tables 8 and 9 indicate that all of the storage lengths at the intersections satisfy the 50th and 95th percentile queue forecasts with the Cumulative + Project traffic volume forecasts.

ACCIDENT ANALYSIS

An accident analysis was completed to evaluate the accident rates at the Miller Street/Church Street and Main Street/Elizabeth Street intersections which are unsignalized. Accident data was obtained from the City of Santa Maria for the most current 3-year period of accident records.

It is important to note that accident data is used as a screening tool to identify potential safety problems. The rate of accidents was calculated for each intersection and then compared to California statewide averages for similar facilities to identify potential safety issues. By nature, accident rates experienced on a facility are often higher than the statewide average rate for similar facilities since the statewide averages are comprised of lower-than-average rates + higher-than-average rates (lower + higher = average).

If the accident rate experienced on a facility is higher than the statewide average, the Caltrans significance test is performed to determine if the number of accidents that occurred on the facility is statistically significant. If the number of accidents experienced is statistically significant, more detailed safety investigations are performed to determine if there are accident patterns that can be corrected by changing design features of the facility (e.g., widen traffic lanes, widen roadway shoulders, change roadway curvatures, add signs, install traffic signals, etc.).

Accident rates were calculated for the two intersections adjacent to the Project site using the 3-year accident history. The "area of influence" for each intersection is defined as within 250 feet of the intersection. The rate of accidents was calculated and then compared to California statewide average for similar facilities. Table 10 lists the actual rate of accidents for the 3-year period and compares the rates to the California statewide averages for similar intersections (see accident rate calculations contained in the Technical Appendix for more details).

Table 10
Project Intersections - Accident Rates

Location	# Accidents	Accident Rate(a)	Statewide Average Rate(a)
Main Street/Elizabeth Street	4 Accidents	0.16 per mev	0.36 per mev
Miller Street/Church Street	4 Accidents	0.24 per mev	0.36 per mev

(a) Accident rates per million entering vehicles (mev).

Main Street/Elizabeth Street. As shown in Table 10, there were 4 accidents reported at this intersection within the 3-year period. The rate of accidents was 0.16 accidents per million entering vehicles and the California statewide average for similar intersections is 0.36 accidents per million entering vehicles. Thus, the rate of accidents is well below the statewide average and further investigation is not required.

Miller Street/Church Street. As shown in Table 10, there were 4 accidents reported at this intersection within the 3-year period. The rate of accidents was 0.24 accidents per million entering vehicles and the California statewide average for similar intersections is 0.36 accidents per million entering vehicles. Thus, the rate of accidents is below the statewide average and further investigation is not required.

VMT ANALYSIS

Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, Vehicle Miles Traveled (VMT) has been designated as the most appropriate measure of transportation impacts. "Vehicle Miles Traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. The Governor's Office of Planning and Research (OPR) published a Technical Advisory on Transportation that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.[2] The Technical Advisory provides screening tools to determine when a project may have a significant VMT impacts.

[2] Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

VMT Thresholds Analysis

The OPR technical advisory provides the following guidance for evaluating redevelopment projects:

> *Redevelopment Projects*
>
> Where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.

City Thresholds

The City of Santa Maria's adopted Environmental Procedures and Guidelines manual ("CEQA Guidelines") [3] contain thresholds and methodologies for assessing potential VMT impacts for Projects located in the City, which are reviewed below. Consistent with the recommendations in the OPR Technical Advisory, Section 4.3.1 of the City of Santa Maria's CEQA Guidelines establishes thresholds of significance for redevelopment projects, as follows:

> Pursuant to guidance set forth in CEQA Guidelines Section 15064.3, for retail development projects, redevelopment projects, medical development projects, and infrastructure projects that require a VMT analysis the City has adopted "net change" in VMT as the applicable threshold for determining a significant impact (i.e., if the with-project VMT is greater than the without-project VMT).

As noted previously, the Project is proposing to redevelop the existing Sears building, which was a regional based retail facility, into a grocery store and apparel stores, which are more locally oriented retail uses. Furthermore, the Project is not proposing to increase the size of the building area. The existing Sears building attracted customers from the entire City and the community of Orcutt to the south, as well as the San Luis Obispo County areas located directly north of the City. The proposed grocery store would provide convenient shopping opportunities for the existing and future residential neighborhoods located adjacent to the Project site. The nearest major grocery store is the Vons Supermarket which is approximately 0.5 miles to the east at the Main Street/College Drive intersection. Approximately 0.6 miles to the west is the La Favorita Market. To the south, approximately 1.2 miles, are the Foods Co and the Vallarta Supermarkets. Given the change of use from a regional destination to a local oriented destination, it is anticipated that the proposed Project, consisting of predominantly grocery store trips, will result in a significant reduction in overall VMT within the City compared to the existing Sears building.

■ ■ ■

[3] City of Santa Maria Environmental Procedures and Guidelines, City of Santa Maria, Amended November 3, 2020.

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, Principal Transportation Planner
Jiho Ha, Transportation Engineer II
Glenn Manaois, Transportation Engineer I

Persons Contacted

Mark Mueller, PE, City of Santa Maria
Luis Magallon, PE, City of Santa Maria
Dana Eady, Planning Division Manager, City of Santa Maria

References

Highway Capacity Manual, Transportation Research Board, 7th Edition, 2022.

Trip Generation, Institute of Transportation Engineers, 11th Edition, 2021.

Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

City of Santa Maria Environmental Procedures and Guidelines, City of Santa Maria, Amended November 3, 2020

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

ASSOCIATED TRANSPORTATION ENGINEERS

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Scott A. Schell

Signalized Intersection Level of Service Definitions

LOS	Delay (a)	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

(a) Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM[1] uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

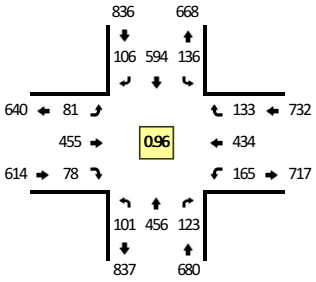
[1] Highway Capacity Manual, National Research Board, 2016

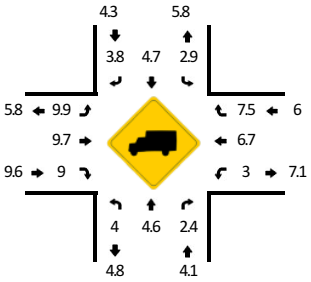
TRAFFIC COUNT DATA

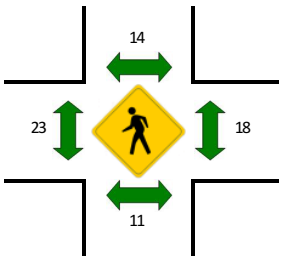
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

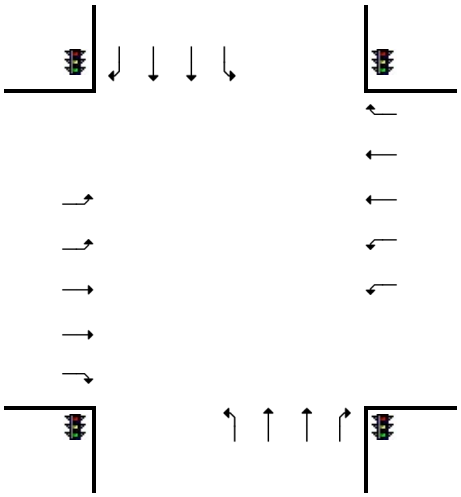
LOCATION: Broadway -- Main St | **QC JOB #:** 16017807
CITY/STATE: Santa Maria, CA | **DATE:** Wed, Jan 18 2023

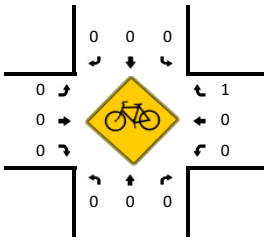
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

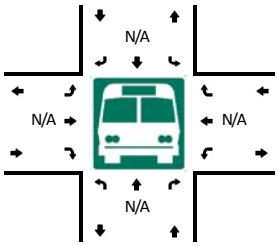


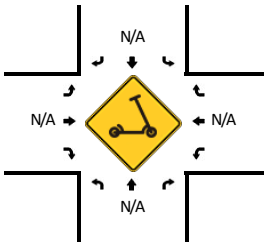












15-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	53	9	0	19	53	6	0	12	52	10	0	17	48	6	0	294	
7:15 AM	19	56	16	0	21	78	20	0	17	76	11	0	13	81	13	0	421	
7:30 AM	17	86	18	1	27	121	26	0	18	72	12	0	25	89	29	0	541	
7:45 AM	20	91	23	3	39	184	29	0	21	130	14	0	39	121	28	0	742	1998
8:00 AM	21	118	25	0	33	167	32	0	17	107	23	1	52	105	33	3	737	2441
8:15 AM	22	132	35	0	34	130	18	0	27	111	32	1	28	92	36	0	698	2718
8:30 AM	35	115	40	0	30	113	27	0	14	107	9	0	43	116	36	0	685	2862
8:45 AM	20	82	20	0	29	122	18	0	25	88	20	1	59	127	20	0	631	2751

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	364	92	12	156	736	116	0	84	520	56	0	156	484	112	0	2968
Heavy Trucks	4	12	0		4	28	4		8	40	4		4	36	12		156
Buses																	
Pedestrians		16				24				56				4			100
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Broadway -- Main St | **QC JOB #:** 16017808
CITY/STATE: Santa Maria, CA | **DATE:** Wed, Jan 18 2023

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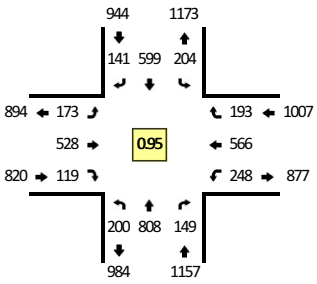
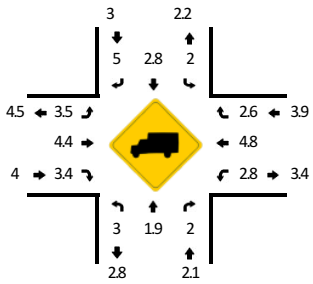
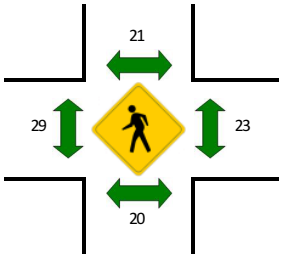
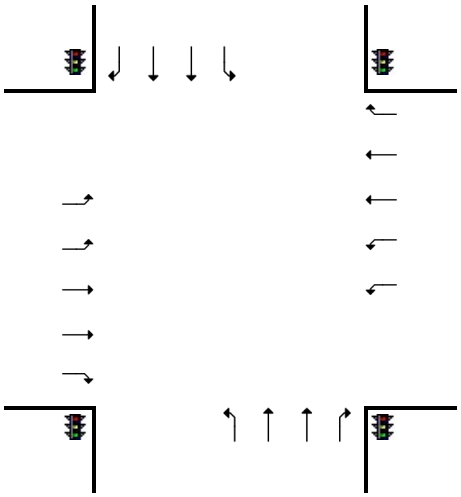
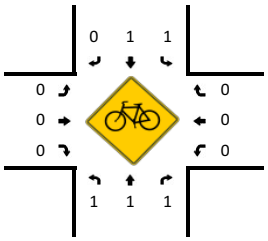
Peak 15-Min: 4:00 PM -- 4:15 PM

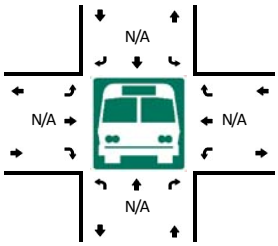


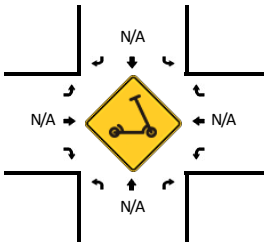












15-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	60	204	43	7	45	163	37	0	35	134	24	1	82	153	44	0	1032	
4:15 PM	44	191	35	0	58	171	32	2	49	122	39	2	49	139	49	0	982	
4:30 PM	40	210	40	8	40	130	38	3	38	130	27	3	65	138	52	1	963	
4:45 PM	37	203	31	4	56	135	34	0	45	142	29	0	51	136	48	0	951	3928
5:00 PM	53	222	57	10	41	149	40	1	43	154	33	2	60	113	51	3	1032	3928
5:15 PM	47	163	29	5	43	159	38	0	54	127	22	0	45	143	45	3	923	3869
5:30 PM	37	192	35	7	50	158	37	2	30	111	27	0	52	108	38	0	884	3790
5:45 PM	38	154	31	5	49	154	32	0	35	109	25	2	43	128	45	0	850	3689

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	240	816	172	28	180	652	148	0	140	536	96	4	328	612	176	0	4128
Heavy Trucks	4	8	0		0	16	8		4	20	0		4	36	4		104
Buses																	
Pedestrians		16				20				20				20			76
Bicycles	4	0	4		4	0	0		0	0	0		0	0	0		12
Scooters																	

Comments:

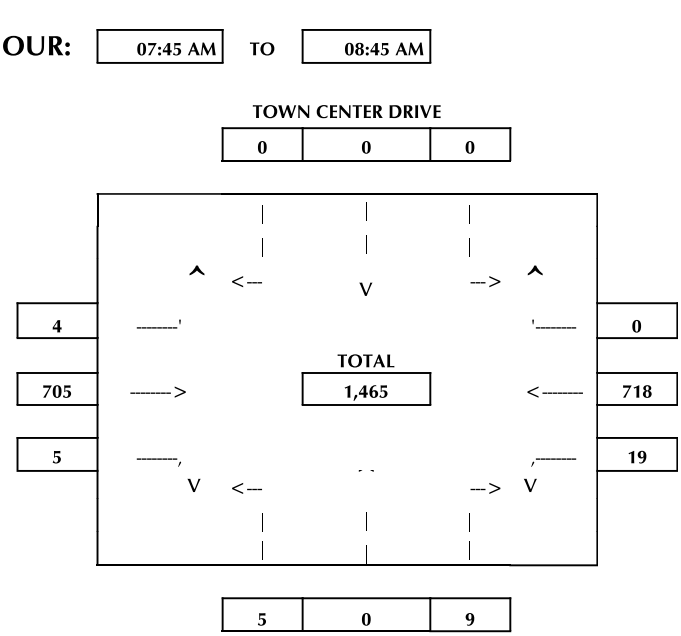
Report generated on 2/2/2023 11:46 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

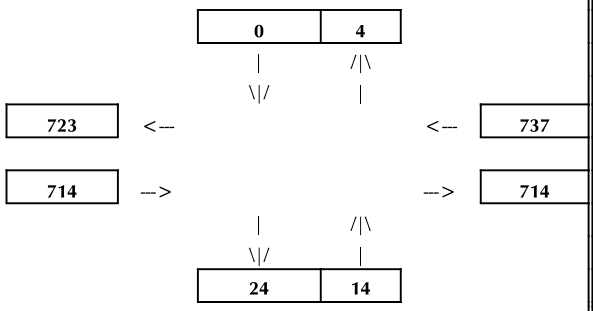
PROJECT:	ALVIN NEWTON APARTMENTS	PROJECT #: 23014	COUNT DATE: 2-22-23		FILE NAME: 02_AM
N-S Approach:	TOWN CENTER DRIVE		COUNT TIME:	07:00 AM TO 9:00	
E-W Approach:	MAIN STREET		CITY: SANTA MARIA		WEATHER: SUNNY

PEAK HOUR: 07:45 AM TO 08:45 AM



CONTROL TYPE: NONE

ARRIVAL / DEPARTURE VOLUMES



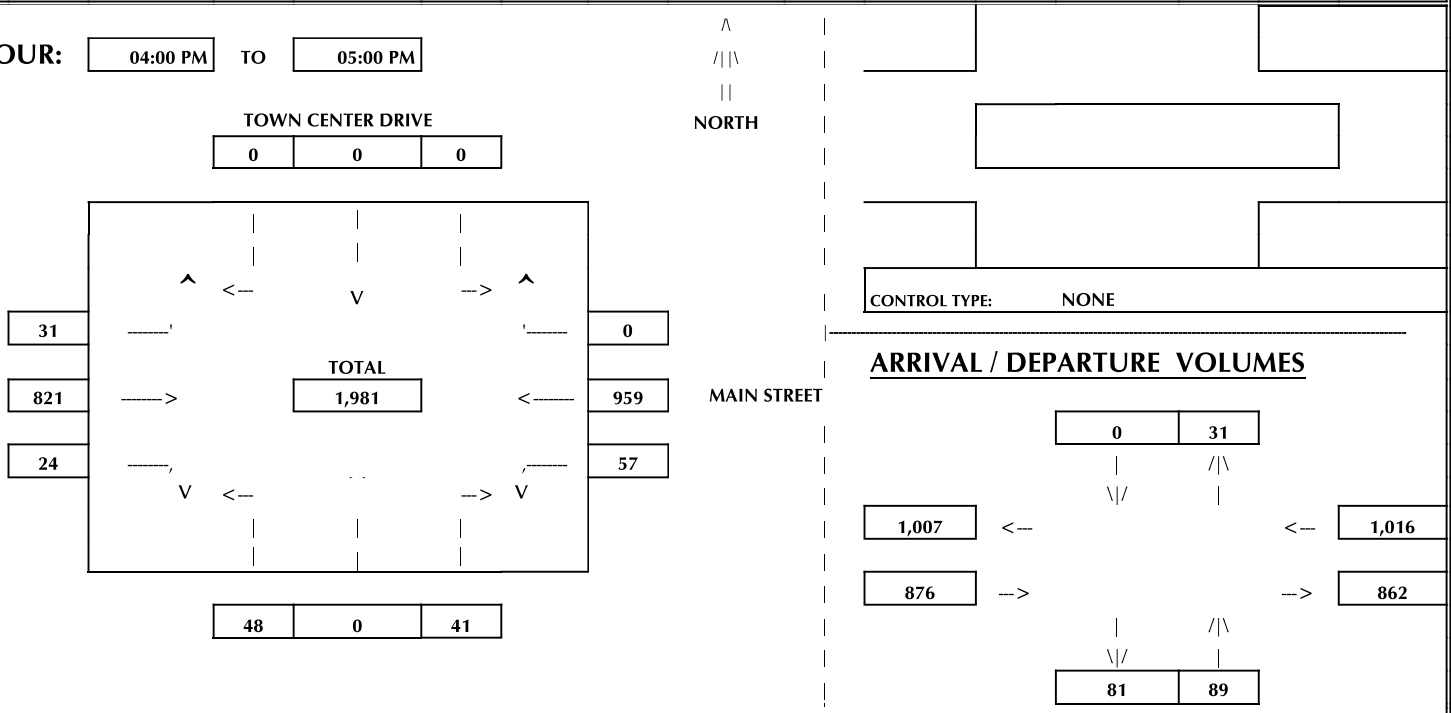
TIME PERIOD From	---	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL VOLUMES
COUNT DATA															
07:00 AM	---	07:15 AM	1	0	1	0	0	0	3	77	0	2	70	0	154
07:15 AM	---	07:30 AM	2	0	3	0	0	0	5	188	0	2	174	0	374
07:30 AM	---	07:45 AM	3	0	5	0	0	0	5	304	1	7	314	0	639
07:45 AM	---	08:00 AM	5	0	6	0	0	0	7	493	2	11	499	0	1023
08:00 AM	---	08:15 AM	5	0	8	0	0	0	7	657	3	13	690	0	1383
08:15 AM	---	08:30 AM	8	0	12	0	0	0	9	834	4	18	839	0	1724
08:30 AM	---	08:45 AM	8	0	14	0	0	0	9	1009	6	26	1032	0	2104
08:45 AM	---	09:00 AM	8	0	24	0	0	0	10	1141	10	38	1228	0	2459
TOTAL BY PERIOD															
07:00 AM	---	07:15 AM	1	0	1	0	0	0	3	77	0	2	70	0	154
07:15 AM	---	07:30 AM	1	0	2	0	0	0	2	111	0	0	104	0	220
07:30 AM	---	07:45 AM	1	0	2	0	0	0	0	116	1	5	140	0	265
07:45 AM	---	08:00 AM	2	0	1	0	0	0	2	189	1	4	185	0	384
08:00 AM	---	08:15 AM	0	0	2	0	0	0	0	164	1	2	191	0	360
08:15 AM	---	08:30 AM	3	0	4	0	0	0	2	177	1	5	149	0	341
08:30 AM	---	08:45 AM	0	0	2	0	0	0	0	175	2	8	193	0	380
08:45 AM	---	09:00 AM	0	0	10	0	0	0	1	132	4	12	196	0	355
HOURLY TOTALS															
07:00 AM	---	08:00 AM	5	0	6	0	0	0	7	493	2	11	499	0	1023
07:15 AM	---	08:15 AM	4	0	7	0	0	0	4	580	3	11	620	0	1229
07:30 AM	---	08:30 AM	6	0	9	0	0	0	4	646	4	16	665	0	1350
07:45 AM	---	08:45 AM	5	0	9	0	0	0	4	705	5	19	718	0	1465
08:00 AM	---	09:00 AM	3	0	18	0	0	0	3	648	8	27	729	0	1436

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	ALVIN NEWTON APARTMENTS	PROJECT #: 23014	CONT DATE: 2-22-23		FILE NAME: 02_PM
N-S Approach:	TOWN CENTER DRIVE		COUNT TIME:	04:00 PM TO 6:00	
E-W Approach:	MAIN STREET		CITY: SANTA MARIA		WEATHER: SUNNY

PEAK HOUR: 04:00 PM TO 05:00 PM



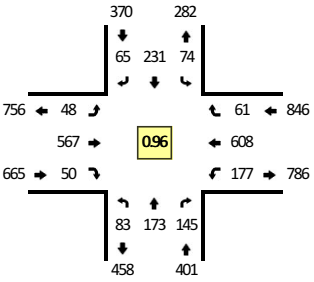
ARRIVAL / DEPARTURE VOLUMES

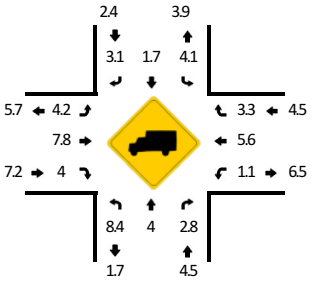
TIME PERIOD From	---	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL VOLUMES
COUNT DATA															
04:00 PM	---	04:15 PM	6	0	6	0	0	0	3	215	4	19	273	0	526
04:15 PM	---	04:30 PM	21	0	21	0	0	0	16	413	8	33	495	0	1007
04:30 PM	---	04:45 PM	34	0	31	0	0	0	21	612	14	50	738	0	1500
04:45 PM	---	05:00 PM	48	0	41	0	0	0	31	821	24	57	959	0	1981
05:00 PM	---	05:15 PM	66	0	53	0	0	0	36	1060	32	62	1168	0	2477
05:15 PM	---	05:30 PM	79	0	68	0	0	0	46	1243	38	72	1391	0	2937
05:30 PM	---	05:45 PM	90	0	82	0	0	0	50	1429	44	83	1578	0	3356
05:45 PM	---	06:00 PM	99	0	94	0	0	0	54	1609	49	95	1785	0	3785
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	6	0	6	0	0	0	3	215	4	19	273	0	526
04:15 PM	---	04:30 PM	15	0	15	0	0	0	13	198	4	14	222	0	481
04:30 PM	---	04:45 PM	13	0	10	0	0	0	5	199	6	17	243	0	493
04:45 PM	---	05:00 PM	14	0	10	0	0	0	10	209	10	7	221	0	481
05:00 PM	---	05:15 PM	18	0	12	0	0	0	5	239	8	5	209	0	496
05:15 PM	---	05:30 PM	13	0	15	0	0	0	10	183	6	10	223	0	460
05:30 PM	---	05:45 PM	11	0	14	0	0	0	4	186	6	11	187	0	419
05:45 PM	---	06:00 PM	9	0	12	0	0	0	4	180	5	12	207	0	429
HOURLY TOTALS															
04:00 PM	---	05:00 PM	48	0	41	0	0	0	31	821	24	57	959	0	1981
04:15 PM	---	05:15 PM	60	0	47	0	0	0	33	845	28	43	895	0	1951
04:30 PM	---	05:30 PM	58	0	47	0	0	0	30	830	30	39	896	0	1930
04:45 PM	---	05:45 PM	56	0	51	0	0	0	29	817	30	33	840	0	1856
05:00 PM	---	06:00 PM	51	0	53	0	0	0	23	788	25	38	826	0	1804

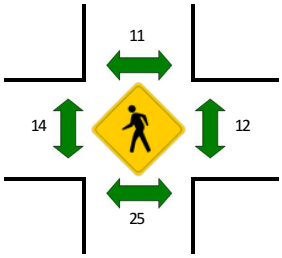
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

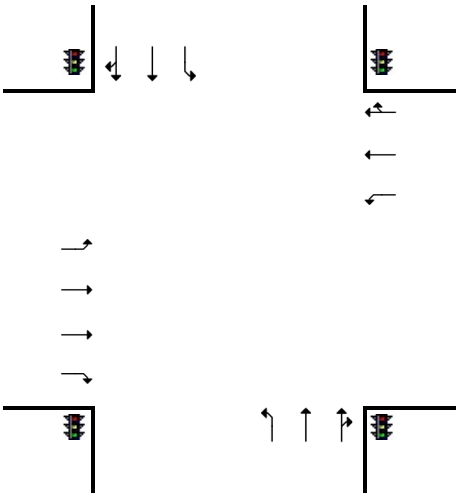
LOCATION: Miller St -- E Main St | **QC JOB #:** 16017809
CITY/STATE: Santa Maria, CA | **DATE:** Wed, Jan 18 2023

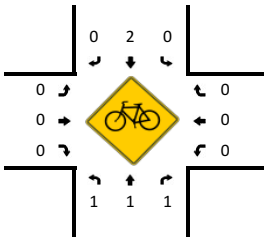
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

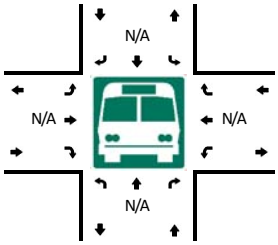


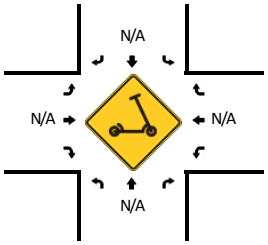












15-Min Count Period Beginning At	Miller St (Northbound)				Miller St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	20	7	0	14	22	7	0	3	64	4	0	14	57	3	0	224	
7:15 AM	11	25	10	0	12	42	10	0	8	84	12	0	21	86	8	0	329	
7:30 AM	28	35	23	0	20	48	16	0	5	108	16	0	31	95	7	0	432	
7:45 AM	25	34	35	0	25	74	25	0	11	145	15	0	36	152	12	0	589	1574
8:00 AM	28	45	33	0	21	58	13	0	10	127	13	0	50	141	14	0	553	1903
8:15 AM	17	47	41	0	19	44	12	0	14	143	12	0	48	131	18	0	546	2120
8:30 AM	13	47	36	0	9	55	15	0	13	152	10	0	43	184	17	0	594	2282
8:45 AM	18	22	17	0	10	55	13	0	12	117	12	0	39	162	16	0	493	2186

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	188	144	0	36	220	60	0	52	608	40	0	172	736	68	0	2376
Heavy Trucks	4	12	0		4	0	0		0	40	4		4	52	0		120
Buses																	
Pedestrians		0				4				8				4			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

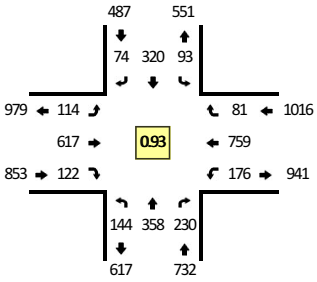
Comments:

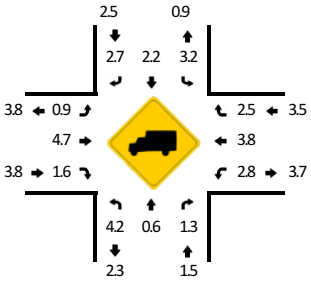
Report generated on 2/2/2023 11:46 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

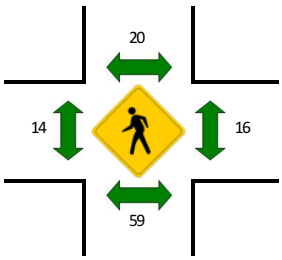
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

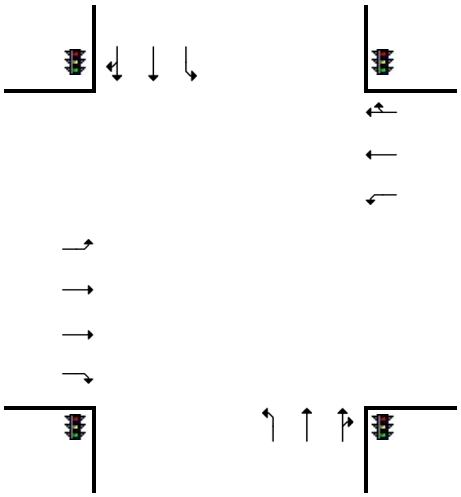
LOCATION: Miller St -- E Main St | **QC JOB #:** 16017810
CITY/STATE: Santa Maria, CA | **DATE:** Wed, Jan 18 2023

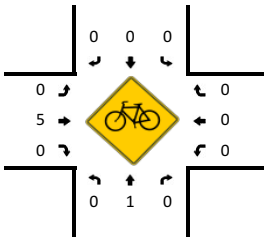
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

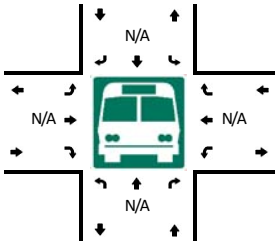


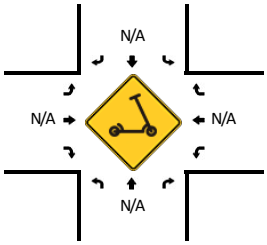












15-Min Count Period Beginning At	Miller St (Northbound)				Miller St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	33	87	65	0	24	82	16	0	34	164	34	0	52	214	21	0	826	
4:15 PM	42	113	57	0	27	74	17	0	27	139	21	0	39	170	33	0	759	
4:30 PM	38	80	62	0	20	85	25	0	23	153	27	1	51	186	14	1	766	
4:45 PM	31	78	46	0	22	79	16	0	28	161	40	1	33	189	13	0	737	3088
5:00 PM	39	102	77	0	18	64	12	0	22	205	23	1	23	171	11	1	769	3031
5:15 PM	40	73	47	0	37	67	5	0	29	130	28	0	37	178	20	0	691	2963
5:30 PM	25	83	60	0	31	66	14	0	22	161	26	0	40	135	12	0	675	2872
5:45 PM	30	64	52	0	22	57	13	0	19	127	22	1	34	179	10	0	630	2765

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	132	348	260	0	96	328	64	0	136	656	136	0	208	856	84	0	3304
Heavy Trucks	8	0	4		8	4	4		0	28	0		8	32	0		96
Buses																	
Pedestrians		172				28				28				32			260
Bicycles	0	0	0		0	0	0		0	8	0		0	0	0		8
Scooters																	

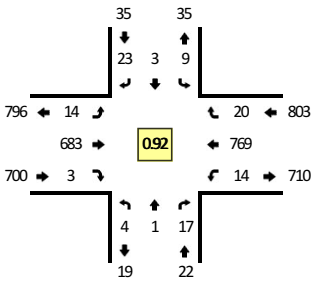
Comments:

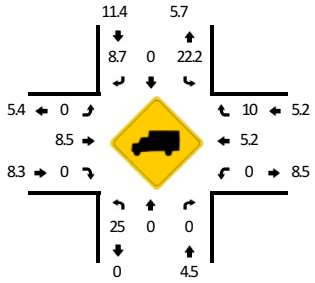
Report generated on 2/2/2023 11:46 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

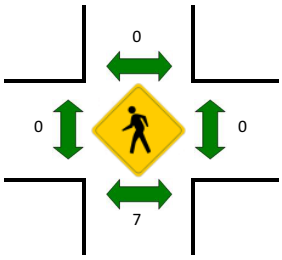
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

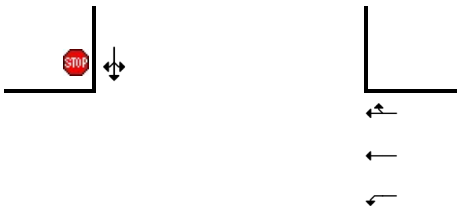
LOCATION: Elizabeth St -- E Main St | **QC JOB #:** 16509103
CITY/STATE: Santa Maria, CA | **DATE:** Thu, Mar 21 2024

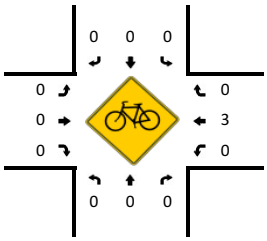
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

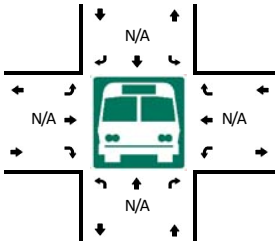


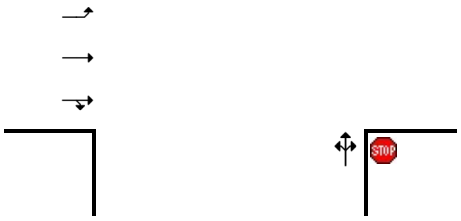


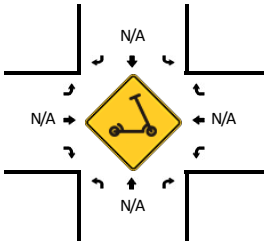












15-Min Count Period Beginning At	Elizabeth St (Northbound)				Elizabeth St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	4	0	3	0	2	0	2	96	1	0	0	95	1	0	205	
7:15 AM	0	0	2	0	1	0	1	0	2	106	4	0	2	139	1	0	258	
7:30 AM	0	0	6	0	0	1	6	0	3	140	5	0	2	158	3	0	324	
7:45 AM	3	1	5	0	3	2	14	0	4	158	0	0	7	209	8	0	414	1201
8:00 AM	0	0	3	0	3	1	2	0	2	173	0	0	1	173	4	1	363	1359
8:15 AM	1	0	3	0	1	0	3	0	3	154	2	0	2	185	3	0	357	1458
8:30 AM	0	0	6	0	2	0	4	0	5	198	1	0	3	202	5	0	426	1560
8:45 AM	1	0	1	0	1	0	7	0	3	157	0	0	8	173	5	0	356	1502

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	24	0	8	0	16	0	20	792	4	0	12	808	20	0	1704
Heavy Trucks	0	0	0		0	0	0		0	56	0		0	36	0		92
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

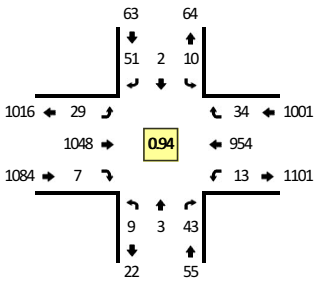
Comments:

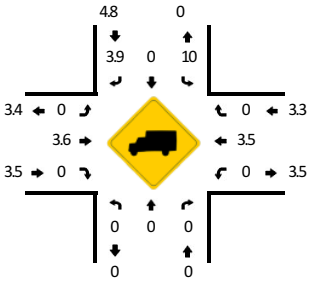
Report generated on 4/1/2024 4:07 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

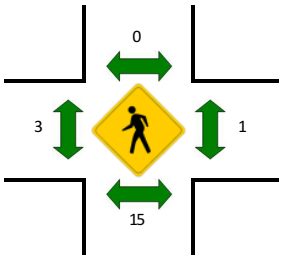
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

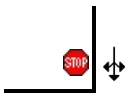
LOCATION: Elizabeth St -- E Main St | **QC JOB #:** 16509104
CITY/STATE: Santa Maria, CA | **DATE:** Thu, Mar 21 2024

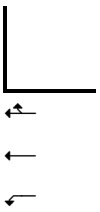
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

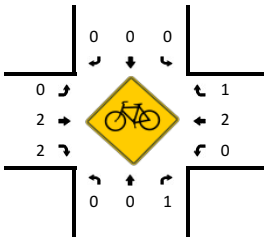


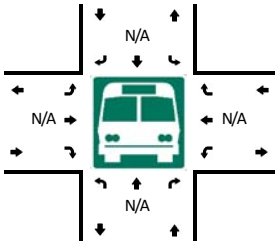


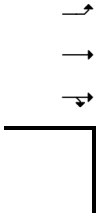


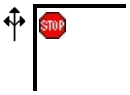


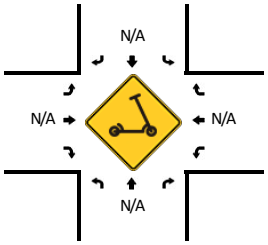












15-Min Count Period Beginning At	Elizabeth St (Northbound)				Elizabeth St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	13	0	3	0	10	0	9	223	3	0	5	245	12	0	525	
4:15 PM	3	2	10	0	2	0	13	0	7	258	4	2	4	251	10	0	566	
4:30 PM	3	0	6	0	5	0	13	0	7	217	2	0	4	231	15	0	503	
4:45 PM	2	1	17	0	2	0	11	0	6	286	0	0	4	213	7	0	549	2143
5:00 PM	1	0	10	0	1	2	14	0	7	287	1	0	1	259	2	0	585	2203
5:15 PM	4	0	13	0	5	0	13	0	5	261	3	0	8	236	6	0	554	2191
5:30 PM	7	0	9	0	3	0	15	0	4	211	5	0	6	173	4	0	437	2125
5:45 PM	3	2	7	0	1	1	6	0	5	182	0	0	5	208	6	0	426	2002

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	40	0	4	8	56	0	28	1148	4	0	4	1036	8	0	2340
Heavy Trucks	0	0	0		0	0	4		0	52	0		0	16	0		72
Buses																	
Pedestrians		12				0				4				4			20
Bicycles	0	0	4		0	0	0		0	0	0		0	0	4		8
Scooters																	

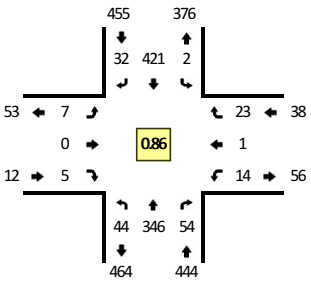
Comments:

Report generated on 4/1/2024 4:07 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

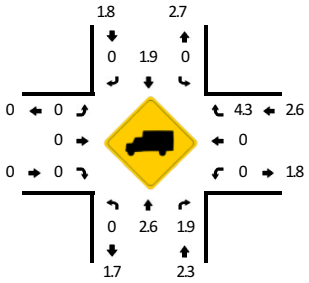
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

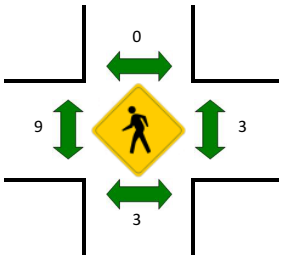
LOCATION: S Miller St -- E Church St | **QC JOB #:** 16509101
CITY/STATE: Santa Maria, CA | **DATE:** Thu, Mar 21 2024

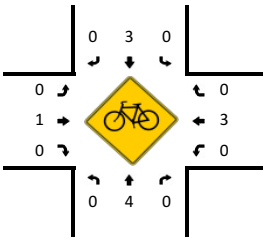
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

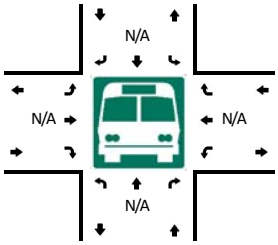


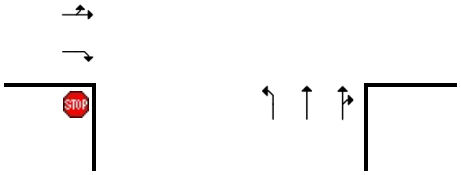
TRUE DATA TO IMPROVE MOBILITY

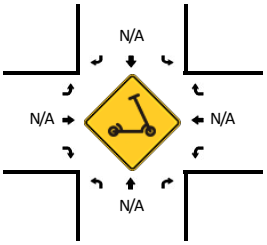












15-Min Count Period Beginning At	S Miller St (Northbound)				S Miller St (Southbound)				E Church St (Eastbound)				E Church St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	40	1	0	1	43	6	0	0	3	1	0	4	1	5	0	105	
7:15 AM	2	37	3	1	1	54	4	0	0	0	1	0	1	0	6	0	110	
7:30 AM	2	75	5	8	1	97	8	0	3	0	1	0	4	1	6	0	211	
7:45 AM	9	93	31	10	1	117	7	0	1	0	2	0	2	0	4	0	277	703
8:00 AM	6	82	8	6	0	110	10	0	1	0	1	0	7	0	6	0	237	835
8:15 AM	3	96	10	0	0	97	7	0	2	0	1	0	1	0	7	0	224	949
8:30 AM	1	76	3	0	0	84	9	0	0	0	0	0	1	1	3	0	178	916
8:45 AM	3	75	3	0	1	81	6	0	2	0	0	0	1	0	2	0	174	813

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	372	124	40	4	468	28	0	4	0	8	0	8	0	16	0	1108
Heavy Trucks	0	0	4		0	16	0		0	0	0		0	0	4		24
Buses																	
Pedestrians		12				0				8				4			24
Bicycles	0	8	0		0	12	0		0	0	0		0	0	0		20
Scooters																	

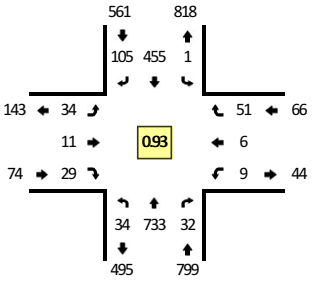
Comments:

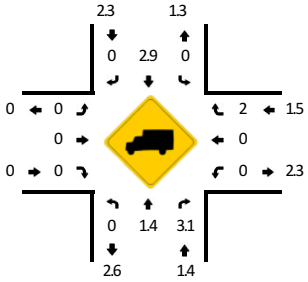
Report generated on 4/1/2024 4:07 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

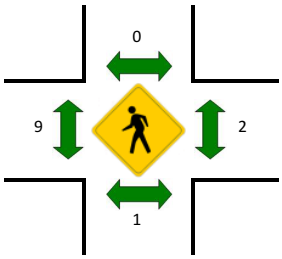
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

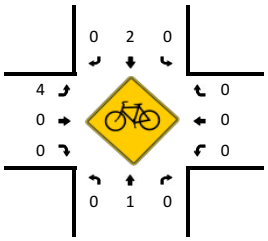
LOCATION: S Miller St -- E Church St | **QC JOB #:** 16509102
CITY/STATE: Santa Maria, CA | **DATE:** Thu, Mar 21 2024

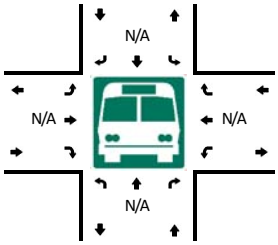
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

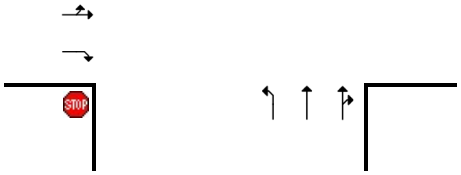


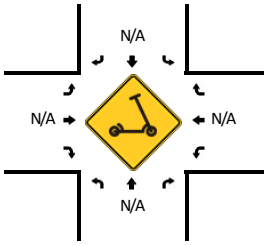












15-Min Count Period Beginning At	S Miller St (Northbound)				S Miller St (Southbound)				E Church St (Eastbound)				E Church St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	15	205	6	0	0	102	16	0	6	5	8	0	1	3	15	0	382	
4:15 PM	6	171	8	1	0	105	16	0	4	1	4	0	3	1	12	0	332	
4:30 PM	6	163	8	0	0	119	23	0	6	3	8	0	2	1	8	0	347	
4:45 PM	11	170	8	0	0	103	26	0	9	4	6	0	3	3	14	0	357	1418
5:00 PM	5	197	8	0	1	112	29	0	10	2	8	0	3	2	15	0	392	1428
5:15 PM	10	203	8	2	0	121	27	0	9	2	7	0	1	0	14	0	404	1500
5:30 PM	8	152	8	3	0	118	24	0	6	0	6	0	2	3	8	0	338	1491
5:45 PM	7	134	4	0	0	108	19	0	6	2	4	0	2	2	6	0	294	1428

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	40	812	32	8	0	484	108	0	36	8	28	0	4	0	56	0	1616
Heavy Trucks	0	8	0		0	8	0		0	0	0		0	0	0		16
Buses																	
Pedestrians		0				0				12				8			20
Bicycles	0	0	0		0	8	0		4	0	0		0	0	0		12
Scooters																	

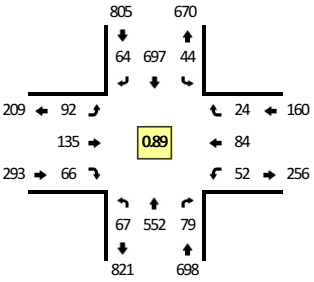
Comments:

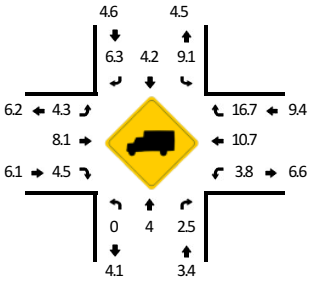
Report generated on 4/1/2024 4:07 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

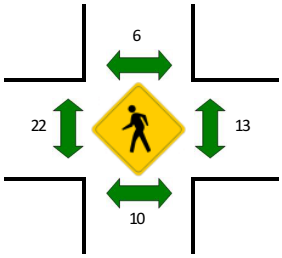
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

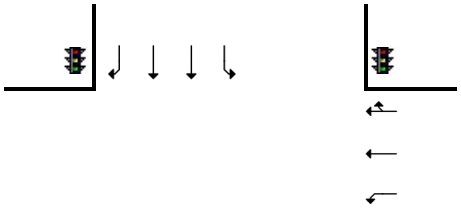
LOCATION: S Broadway -- Cook St | **QC JOB #:** 16017801
CITY/STATE: Santa Maria, CA | **DATE:** Wed, Jan 18 2023

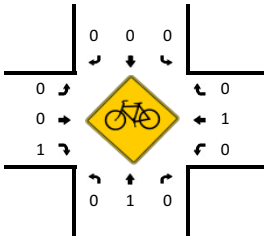
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

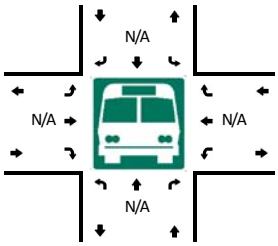


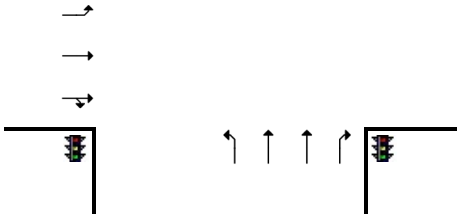


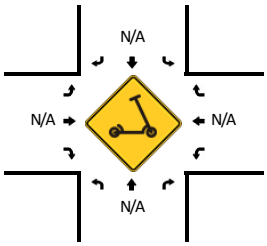












15-Min Count Period Beginning At	S Broadway (Northbound)				S Broadway (Southbound)				Cook St (Eastbound)				Cook St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	59	2	0	11	61	6	0	11	19	6	0	2	9	7	0	195	
7:15 AM	6	78	3	0	7	87	7	0	12	21	8	0	6	11	5	0	251	
7:30 AM	11	98	8	1	6	123	14	0	15	27	7	0	11	16	3	0	340	
7:45 AM	8	123	17	0	12	221	15	0	18	38	13	0	12	21	6	0	504	1290
8:00 AM	17	126	23	1	9	189	15	0	16	38	15	0	16	33	9	0	507	1602
8:15 AM	18	168	21	3	13	180	15	1	37	30	28	0	16	16	6	0	552	1903
8:30 AM	18	135	18	2	8	107	19	1	21	29	10	0	8	14	3	0	393	1956
8:45 AM	11	106	12	2	11	182	20	0	13	20	9	0	16	25	11	0	438	1890

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	672	84	12	52	720	60	4	148	120	112	0	64	64	24	0	2208
Heavy Trucks	0	32	4		0	20	4		8	4	0		4	4	0		80
Buses																	
Pedestrians		8				0				16				8			32
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

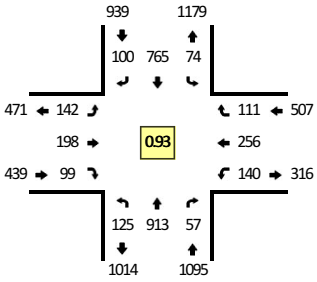
Comments:

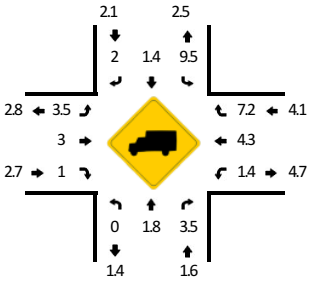
Report generated on 2/2/2023 11:46 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

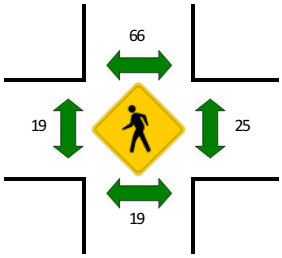
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

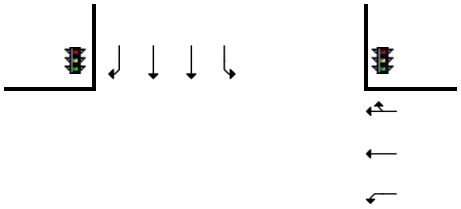
LOCATION: S Broadway -- Cook St | **QC JOB #:** 16017802
CITY/STATE: Santa Maria, CA | **DATE:** Wed, Jan 18 2023

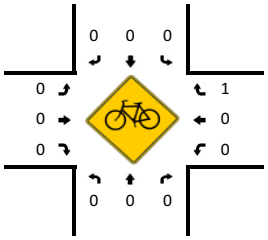
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

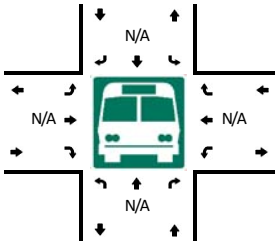


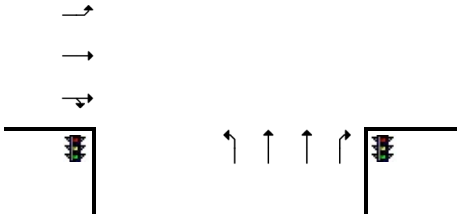


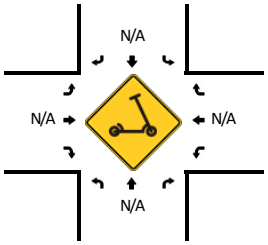












15-Min Count Period Beginning At	S Broadway (Northbound)				S Broadway (Southbound)				Cook St (Eastbound)				Cook St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	28	233	13	2	14	204	35	5	39	44	22	0	43	76	34	0	792	
4:15 PM	28	232	23	2	21	212	24	3	32	47	29	0	46	74	24	0	797	
4:30 PM	26	217	4	3	12	173	26	2	38	65	24	0	29	65	30	0	714	
4:45 PM	33	231	17	3	14	176	15	3	33	42	24	0	22	41	23	0	677	2980
5:00 PM	29	224	25	3	12	188	27	1	43	69	37	0	33	53	36	0	780	2968
5:15 PM	22	215	19	0	20	200	19	2	23	44	16	0	17	30	23	0	650	2821
5:30 PM	15	202	19	3	11	168	32	2	37	54	20	0	25	50	17	0	655	2762
5:45 PM	25	208	21	2	14	202	16	0	34	33	17	0	20	38	16	0	646	2731

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	112	928	92	8	84	848	96	12	128	188	116	0	184	296	96	0	3188
Heavy Trucks	0	16	4		12	8	4		8	8	0		4	8	12		84
Buses																	
Pedestrians		28				112				16				20			176
Bicycles	0	0	0		0	0	0		0	0	0		0	0	4		4
Scooters																	

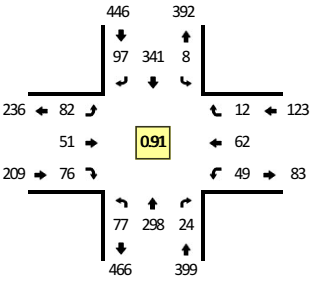
Comments:

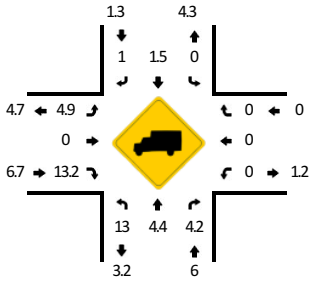
Report generated on 2/2/2023 11:46 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

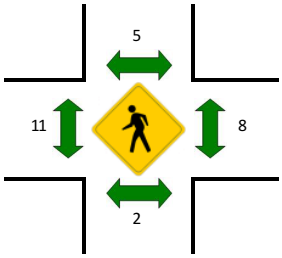
LOCATION: S Miller St -- E Cook St | **QC JOB #:** 16017805
CITY/STATE: Santa Maria, CA | **DATE:** Wed, Jan 18 2023

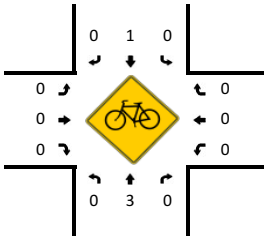
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

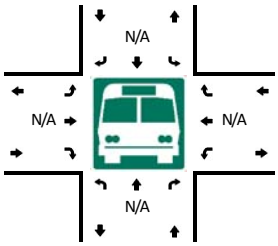


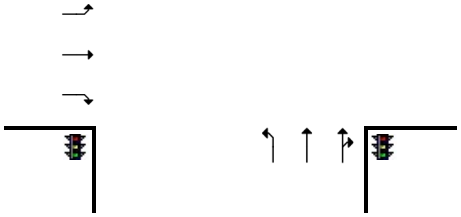


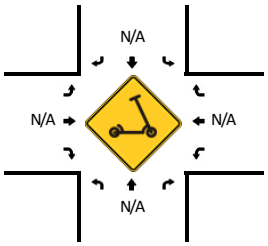
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	S Miller St (Northbound)				S Miller St (Southbound)				E Cook St (Eastbound)				E Cook St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	29	2	0	0	27	10	0	6	6	16	0	1	3	0	0	108	
7:15 AM	12	27	6	0	2	62	6	0	9	9	15	0	1	5	1	0	155	
7:30 AM	11	55	4	0	1	76	18	0	15	9	13	0	4	12	3	0	221	
7:45 AM	16	65	6	0	0	107	23	0	20	13	20	0	24	21	7	0	322	806
8:00 AM	20	75	7	0	2	90	25	0	25	11	13	0	13	20	3	0	304	1002
8:15 AM	22	89	7	0	4	73	27	0	23	15	26	0	7	11	0	0	304	1151
8:30 AM	19	69	4	0	2	71	22	0	14	12	17	0	5	10	2	0	247	1177
8:45 AM	24	45	3	0	1	74	30	0	9	8	21	0	2	18	3	0	238	1093

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	260	24	0	0	428	92	0	80	52	80	0	96	84	28	0	1288
Heavy Trucks	0	20	0		0	8	0		8	0	24		0	0	0		60
Buses																	
Pedestrians		4				0				12				4			20
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

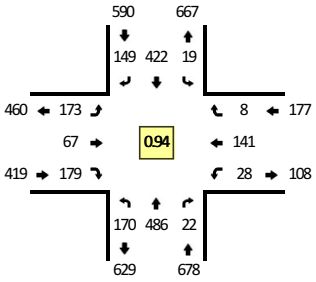
Comments:

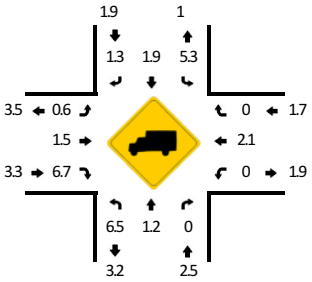
Report generated on 2/2/2023 11:46 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

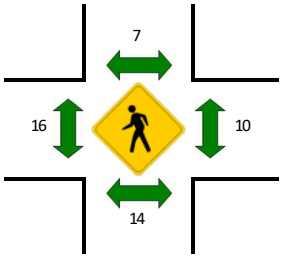
LOCATION: S Miller St -- E Cook St | **QC JOB #:** 16017806
CITY/STATE: Santa Maria, CA | **DATE:** Wed, Jan 18 2023

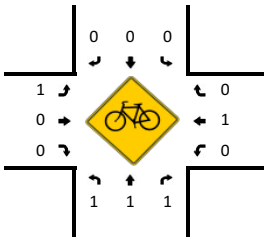
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

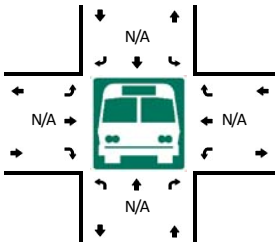


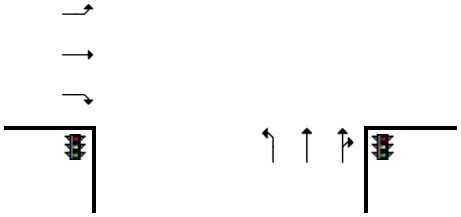


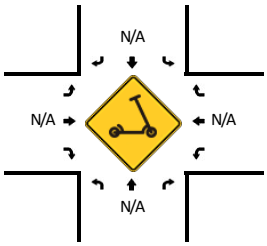
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	S Miller St (Northbound)				S Miller St (Southbound)				E Cook St (Eastbound)				E Cook St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	49	123	7	0	7	113	55	0	36	11	41	0	8	41	4	0	495	
4:15 PM	45	135	9	0	4	93	27	0	54	24	45	0	10	48	1	0	495	
4:30 PM	37	117	4	0	4	113	33	0	46	19	43	0	3	26	2	0	447	
4:45 PM	39	111	2	0	4	103	34	0	37	13	50	0	7	26	1	0	427	1864
5:00 PM	37	151	5	0	7	98	16	1	63	20	51	0	3	21	0	0	473	1842
5:15 PM	36	109	6	0	4	109	22	0	51	19	47	0	9	15	5	0	432	1779
5:30 PM	40	119	1	0	3	106	18	0	45	25	26	0	15	19	6	0	423	1755
5:45 PM	41	96	5	0	2	88	12	0	32	16	32	0	1	12	2	0	339	1667

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	196	492	28	0	28	452	220	0	144	44	164	0	32	164	16	0	1980
Heavy Trucks	4	8	0		0	0	0		0	0	16		0	4	0		32
Buses																	
Pedestrians		20				12				36				32			100
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

PROJECT TRIP GENERATION CALCULATION WORKSHEET

Associated Transportation Engineers #24017
Trip Generation Worksheet - Proposed Uses

SEARS BUILDING REMODEL PROJECT - PROPOSED USES

Use	Size	Internal-Trip Factor	ADT		AM PEAK HOUR						PM PEAK HOUR					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
PROPOSED																
Grocery Store (a)	50,989 SF	1.00	93.84	4,785	2.86	146	59%	86	41%	60	8.95	456	50%	228	50%	228
Apparel Store #1 (b)	27,242 SF	1.00	66.40	1,809	1.00	27	80%	22	20%	5	4.12	112	51%	57	49%	55
Apparel Store #2 (b)	23,651 SF	1.00	66.40	1,570	1.00	24	80%	19	20%	5	4.12	97	51%	49	49%	48
Totals	101,882 SF			**8,164**		**197**		**127**		**70**		**665**		**334**		**331**

(a) Trip generation based on ITE rates for Supermarket (ITE #850).
(b) Trip generation based on ITE rates for Apparel Store (ITE #876).

GROCERY STORE PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Grocery Store	4,785	146	86	60	456	228	228
24% Pass-By Trips - Applied to Grocery Store	1,148	35	21	14	109	55	54
76% Primary Trips - Remainder Grocery Store	3,637	111	65	46	347	173	174

APPAREL STORE PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Apparel Store	3,379	51	41	10	209	106	103
19% Pass-By Trips - Applied to Apparel Store	642	10	8	2	40	20	20
81% Primary Trips - Remainder Apparel Store	2,737	41	33	8	169	86	83

TOTAL PASS-BY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Grocery Store	1,148	35	21	14	109	55	54
Apparel Store	642	10	8	2	40	20	20
Total Pass-By Trips	**1,790**	**45**	**29**	**16**	**149**	**75**	**74**

TOTAL EXTERNAL PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Grocery Store External	3,637	111	65	46	347	173	174
Apparel Store External	2,737	41	33	8	169	86	83
Total External Trips	**6,374**	**152**	**98**	**54**	**516**	**259**	**257**

Associated Transportation Engineers #24017
Trip Generation Worksheet - Existing Uses

SEARS BUILDING REMODEL PROJECT - EXISTING USES

Use	Size	Internal-Trip Factor	ADT		AM PEAK HOUR						PM PEAK HOUR					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
EXISTING																
Sears (a)	101,882 SF	1.00	37.01	3,771	0.84	86	62%	53	38%	33	3.40	346	48%	166	52%	180
Totals				**3,771**		**86**		**53**		**33**		**346**		**166**		**180**

(a) Trip generation based on ITE rates for Shopping Center (ITE #820).

SEARS PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Grocery Store	3,771	86	53	33	346	166	180
19% Pass-By Trips - Applied to Sears	716	16	10	6	66	32	34
81% Primary Trips - Remainder Sears	3,055	70	43	27	280	134	146

TOTAL PASS-BY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Sears	716	16	10	6	66	32	34
Total Pass-By Trips	**716**	**16**	**10**	**6**	**66**	**32**	**34**

TOTAL EXTERNAL PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Grocery Store External	3,055	70	43	27	280	134	146
Total External Trips	**3,055**	**70**	**43**	**27**	**280**	**134**	**146**

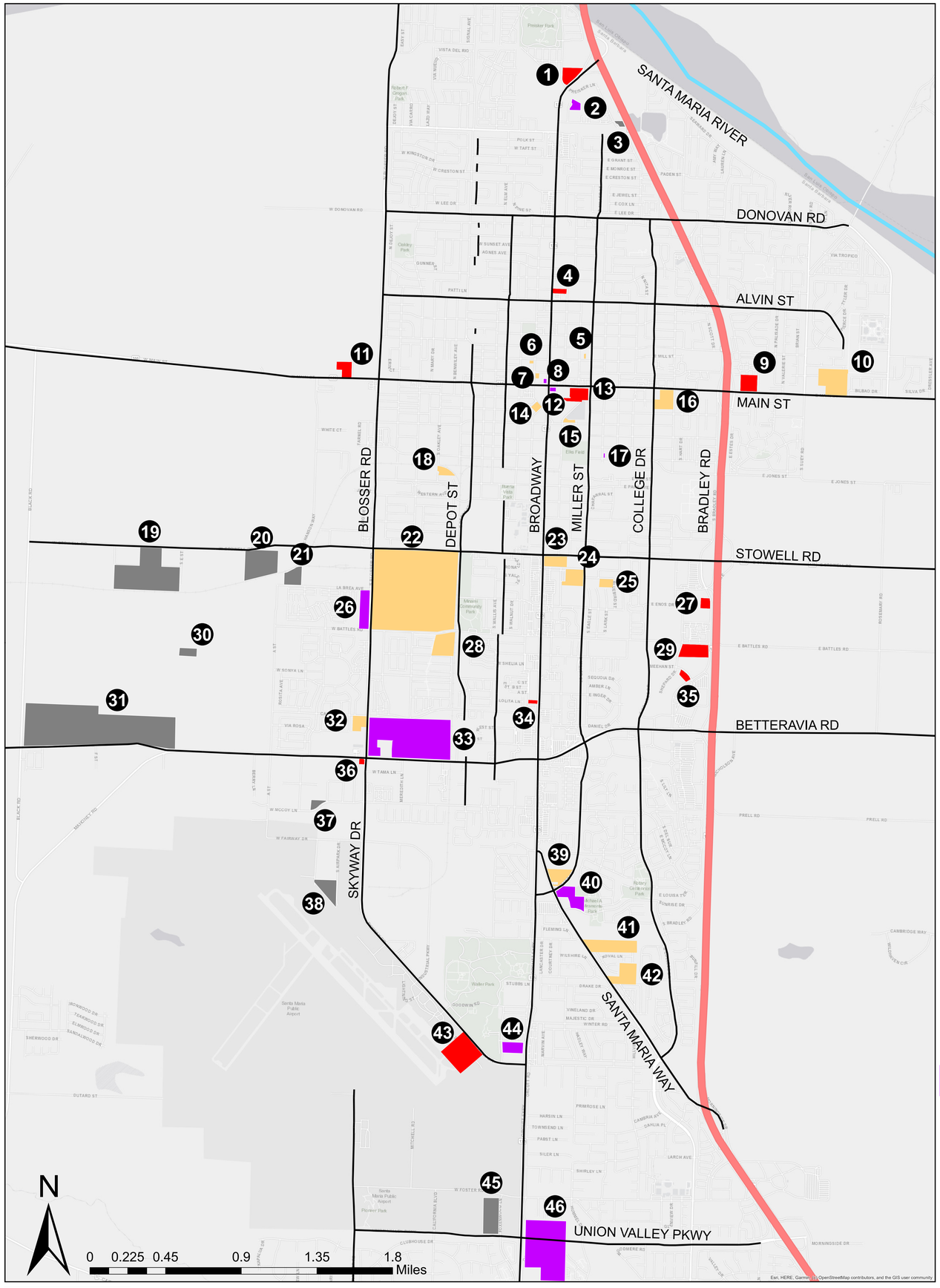
Associated Transportation Engineers #24017
Trip Generation Worksheet - Net External Trips

SEARS BUILDING REMODEL PROJECT - NET EXTERNAL TRIPS

Use	Size	ADT		AM PEAK HOUR						PM PEAK HOUR					
		Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
PROPOSED															
Grocery Store & Apparel Stores (a)	101,882 SF		6,374		152		98		54		516		259		257
EXISTING															
Sears (a)	101,882 SF		3,055		70		43		27		280		134		146
NET TOTALS			**3,319**		**82**		**55**		**27**		**236**		**125**		**111**

(a) Only includes external primary trips.

CITY OF SANTA MARIA APPROVED AND PENDING PROJECTS LIST



Residential

5 309 Mill Apartments
309 E Mill St
23 unit apartments

6 200 Mill Apartments
200 W Mill St
20 unit apartments

7 Vino Bella Apartments
120 W Chapel St
32 unit apartments

10 Bellecrest Residences (Paradiso)
1571 E Main St
142 single family senior homes

14 Heritage Walk Lofts
201 Town Center West
102 residential units

15 Cook Street Apartments
N of Cook & E of McClelland
114 unit apartments

16 Heritage View
124 S College Dr
SB35 project including 40 senior units and 79 family units

18 Oakley Court Apartments
600 Block S Oackley Ct
30 unit apartments

22 Blosser Ranch
NE/c Blosser Rd & W Battles Rd
338 "for rent" single family homes with 329 ADUs & 832 apartments

23 Vandenberg Senior Residence
1314 S Broadway
52 unit senior apartment addition

24 Centennial Square
SW/c Miller St & Plaza Dr
184 unit affordable apartments

25 Barcellus Senior Apartments
502 E Barcellus Ave
80 unit senior apartments

28 Centennial Gardens
SW/c Battles St & Depot St
160 unit affordable apartments

32 Avante Apartments
SW/c of Carmen Ln & S Blosser Rd
86 unit apartments

39 Santa Maria Studios
2660 Santa Maria Way
378 Senior Affordable Units

41 Northman Residential (Skyview)
SM Way btw Sunrise Dr & E Dauphin St
63 single family residences

42 Skylight Homes
3170 Santa Maria Way
49 single family homes

Commercial

1 Preisker Commercial Center
N Broadway at Preisker Ln
108 rm hotel, drive thru rest, retail

4 Quick Quack Carwash
899 N Broadway
3,588 sq.ft. drive-through car-wash

9 Starbucks at Home Motors
1313 E Main St
Coffee shop & drive-thru

11 Nutrien AG Solutions
1300 block of West Main Street
Outdoor storage & truck repair facility

13 Main Miller Retail Building
226 E Main St
Lower lever grocery store & multiple commercial tenants on upper level

27 Bradley Commercial
1423 S Bradley Rd
Drive-thru coffee shop & carwash

29 Home Motors
1004 E Battles Rd
52,000 sq ft auto dealership

34 Mister Carwash
1925 S Broadway
Drive-thru carwash

35 Splash N Dash
Lot 8 Enos Ranch
8,200 sq ft car wash

36 Starbucks Drive-Thru Coffee
1202 W. Betteravia
Drive-thru only

43 Planes of Fame
3335 Corsair Cir
Air museum with two aircraft hangars

Industrial

3 Donahue Truck Center
Preisker Lane
Rental facility, truck sales & service

19 Bonita Packing Expansion
1850 W Stowell Rd
173,720 sq ft cooler addition

20 Maxco Box Facility
1550 W Stowell Rd
60,000 sq ft & outdoor storage

21 Seaside Warehouse
La Brea Ave
40,854 sq ft facility

30 SM Cooler & Box Facility
1767 and 1795 A St
130,000 sq ft cooler & box facility

31 Windset Farms Greenhouse
1650 Black Rd
4.3 mil sqft greenhouse & 93k bldg

37 Hardy Diagnostics
1291 W McCoy Lane
36,400 sq ft manufacturing, warehouse & office

38 2811 Center
2811 Airpark Dr
51,200 sq ft of office in 2 bldgs

45 SM Airport Foxenwood Self Storage
3335 Corsair Circle
101,450 sq ft mini-warehouse facility

Mixed Use/Other

2 Holiday Inn Express & Suites
Roemer Court
Four story hotel

8 Gateway Mixed Use
101 N Broadway
33,700 sq ft 4 story mixed use bldg

12 Alvin Newton Apartments
SEC Main St and Broadway
5 story mixed use bldg

17 Boone Street Market
501 E Boone St
2,280 sq ft add & 2 units

26 Westgate Village
S Blosser Rd & W Battles Rd
126 apts & 16k sq ft retail

33 Betteravia Plaza
W Betteravia Rd at SMVRR
443 apts & 291,278 sq ft retail/office

40 Park Edge Apartments
SE/c Santa Maria Way & S Miller St
140 apts & 5,435 sq ft comm

44 Elements Apartments (Lakeview Mixed Use Project)
NW corner of Orcutt Expressway & Skyway Dr
152 apartments & 9,800 sqft commercial

46 Richards Ranch Annexation
Orcutt Expressway & Union Valley Parkway
43.75 acres of annexation

City of Santa Maria

MAJOR DEVELOPMENTS (JANUARY 2024)

RESIDENTIAL
COMMERCIAL
INDUSTRIAL
MIXED USE/OTHER

City of Santa Maria

MAJOR DEVELOPMENTS (JANUARY 2024)

1	*Project*	**Preisker Commercial Center**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	108 rm hotel and two drive-thru fast food restaurants totaling 8,300 sq. ft	*Acreage*	5	**PD2015-0011**	**5/18/2016**	Planning permits for Chick-Fil-A under review (PD2023-0005).
	Location	NW/c N. Broadway and Preisker Ln	*District*	PD-f/C-2	**TR2016-0001**	**9/7/2016**	
	APN(s)	128-002-048, -049 & -050	*Planner*	Cody Graybehl	**A2019-0004**	**2/18/2019**	
	Contact	Jody Walker Belsick, Applicant, 702-786-1829			**PD2023-0005**	**Pending**	
2	*Project*	**Holiday Inn Express & Suites**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	New 4 story hotel, wood construction	*Acreage*	2.13	**PD2022-0001**	**Pending**	Planning permits under review.
	Location	Roemer Ct.	*District*	CM	**GPZ2022-0001**	**Pending**	
	APN(s)	128-003-047, -048	*Planner*	Cody Graybehl			
	Contact	Prakash Patel, Applicant, 669-333-1880					
3	*Project*	**Donahue Truck Center**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Rental facility, truck sales and service	*Acreage*	1.53	**PD2022-0016**	**Pending**	Planning permits under review.
	Location	Preisker Lane	*District*	PD-F/CM			
	APN(s)	128-003-008	*Planner*	Cody Graybehl			
	Contact	Thele-Donahue, LLC					
4	*Project*	**Quick Quack Drive-Through Carwash**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	3,588 sq.ft. drive-through carwash, point-of-sale canopy & vacuum enclo	*Acreage*	1.34	**PD2023-0018**	**Pending**	Planning permit under review
	Location	899 N Broadway	*District*	PD/C-2	**U2023-0018**	**Pending**	
	APN(s)	121-071-015	*Planner*	Greg Vine			
	Contact	Erika Hernandez, Applicant, 818-398-5179					
5	*Project*	**309 Mill Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct a 23 unit, 9750 sq. ft. apartment building	*Acreage*	0.2	**DT2020-0015**	**Pending**	Planning permits under review.
	Location	309 E Mill St	*District*	DTSP - Bungalow District			
	APN(s)	121-193-011	*Planner*	Greg Vine			
	Contact	Jason Heyward, Consultant, 805-928-8948					
6	*Project*	**200 Mill Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct a 20 unit, 3-story building	*Acreage*	0.17	**DT2022-0019**	**Pending**	Planning permits under review.
	Location	200 W Mill Street	*District*	DTSP- Bungalow			
	APN(s)	119-273-007	*Planner*	Frank Albro			
	Contact	Halsell Builders - Jason Heyward, Applicant, 805-928-8948					
7	*Project*	**Vino Bella Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct a 32 unit, 3-story apartment building	*Acreage*	0.3	**DT2020-0017**	**12/16/2020**	Building permits submitted.
	Location	120 W Chapel St	*District*	DTSP - Bungalow District			
	APN(s)	119-276-015	*Planner*	Frank Albro			
	Contact	Ben Nikfarjam, Applicant, 310-215-4882					
8	*Project*	**Gateway Mixed Use**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	33,700 sq. ft., four-story mixed use development	*Acreage*	0.3	**DT2017-0033**	**1/16/2018**	Under construction.
	Location	101 N. Broadway	*District*	DTSP - Gateway	**A2019-0032**	**9/4/2019**	
	APN(s)	119-276-019	*Planner*	Frank Albro			
	Contact	Ben Nikfarjam, Developer, 310-251-4882					

9	*Project*	**Starbucks at Home Motors**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Coffee shop and drive-thru	*Acreage*	5.81	**PD2021-0011**	**11/16/2022**	Under construction.
	Location	1313 E Main St	*District*	PD/C-2	**U2021-0019**	**11/16/2022**	
	APN(s)	128-120-003	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Applicant, 805-441-0332					
10	*Project*	**Bellecrest Residences (Paradiso)**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	142 single-family senior residential homes	*Acreage*	14.58	**GPZ 2022-0003**	**Pending**	Planning permits under review.
	Location	1571 E Main Street	*District*	PD/R-1	**PD2022-0008**	**Pending**	
	APN(s)	128-052-014 & 023	*Planner*	Frank Albro	**PD2022-0009**	**Pending**	
	Contact	Cam Boyd, Applicant, 805-556-3060x164			**TR2022-0007**	**Pending**	
11	*Project*	**Nutrien AG Solutions**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Phased Expansion (Phase 1 outdoor storage and property improvements, Phase 2 a new 6,7000 sqft truck repair facility)	*Acreage*	4.42	**PD2023-0014**	**Pending**	Planning permits under review.
	Location	1300 block of West Main Street	*District*	PD/CM	**A2022-0013**	**Pending**	
	APN(s)	117-180-030	*Planner*	Greg Vine			
	Contact	Nutrien AG Solutions, Applicant, 805-922-5848					
12	*Project*	**Alvin Newton Apartments**	*Category*	**Mixed Use/ Other**	*File #s*	*Approved*	*Status*
	Description	5 story mixed-use (1 floor commercial and 4 floors apartments)	*Acreage*	1.49	**DT2022-0022**	**10/3/2023**	Planning permit approved.
	Location	SWC Main St. and Broadway	*District*	DTSP- Gateway			
	APN(s)	125-320-050	*Planner*	Carol Ziesenhenne			
	Contact	The Vernon Grop, Applicant, 805-963-1244					
13	*Project*	**Main Miller Retail Building**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Lower level grocery store & multiple commercial tenants on upper level	*Acreage*	5.4	**DT2023-0012**	**Pending**	Planning permit under review
	Location	226 E Main St	*District*	DT SP Town Center			
	APN(s)	125-320-038	*Planner*	Carol Ziesenhenne			
	Contact	Shasta2020, LP - Mark Gabay, Applicant, 310-247-0900					
14	*Project*	**Heritage Walk Lofts**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Re-purpose structure for 102 residential units	*Acreage*	1.29	**DT2022-0018**	**3/7/2023**	Planning permit expiration on 3/7/2026.
	Location	201 Town Center West	*District*	DTSP- Town Center			
	APN(s)	123-280-003	*Planner*	Carol Ziesenhenne			
	Contact	Vernon Property Group, LLC, Applicant					
15	*Project*	**Cook Street Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Six story building to accommodate up to 114 residential apartment units	*Acreage*	0.44	**DT2022-0017**	**11/15/2023**	Planning permit approved.
	Location	N of Cook Street and E of McClelland Street	*District*	DTSP - Gateway			
	APN(s)	125-320-018, -019	*Planner*	Frank Albro			
	Contact	Brian Schwartz, Principal Planner, 805-934-5760					
16	*Project*	**Heritage View**	*Category*	**Mixed Use**	*File #s*	*Approved*	*Status*
	Description	SB 35 project including 40 senior units and 79 family units	*Acreage*	6.28	**SP2023-0008**	**Pending**	Planning permit under review
	Location	124 S College Dr	*District*	PD/CPO & PD/R-2			
	APN(s)	125-044-007	*Planner*	Cody Graybehl			
	Contact	People's Self Help Housing Corporation, Applicant, 818-849-8613					
17	*Project*	**Boone Street Market**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	2,280 sq. ft. addition to market, and 2 new units	*Acreage*	0.2	**GPZ2016-0004**	**5/2/2017**	Building permits issued.
	Location	501 E. Boone St	*District*	DTSP - Railroad Loft	**SPZ2016-0003**	**5/2/2017**	
	APN(s)	125-114-015	*Planner*	Carol Ziesenhenne	**DT2016-0040**	**8/21/2017**	
	Contact	Brian Schwartz, Consultant, 805-934-5760			**A2019-0006**	**3/4/2019**	
					A2020-0012	**6/8/2020**	
18	*Project*	**Oakley Court Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	30 apartment units with on-site manager's unit	*Acreage*	2.1	**GPZ2019-0001**	**10/1/2019**	Planning permit expiration on 7/17/2024.
	Location	600 Block S. Oakley Ct	*District*	PD/R-3	**PD2019-0002**	**7/17/2019**	
	APN(s)	123-140-036	*Planner*	Frank Albro	**A2022-0010**	**1/18/2023**	
	Contact	Lupe & Gustavo, Applicant, 805-937-1108					

19	*Project*	**Bonita Packing Expansion**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	173,270 sq. ft. cooler addition in 4 phases	*Acreage*	45.4	**PD2012-0007**	**5/1/2013**	Phase 1 (45,935 sq. ft.) is completed.
	Location	1850 W. Stowell Rd	*District*	PD/CM			
	APN(s)	117-820-028	*Planner*	Dana Eady			
	Contact	John Smith, Engineer, 805-466-5660					
20	*Project*	**Maxco Box Facility**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Construct a new 60,000 sq. ft. box facility and outdoor storage yard	*Acreage*	19.8	**PD2021-0007**	**9/21/2022**	Building permits submitted. Planning permit expiration on 9/21/2025.
	Location	1550 W Stowell Rd	*District*	PD/CM-AG	**U2021-0020**	**9/21/2022**	
	APN(s)	117-820-015	*Planner*	Cody Graybehl			
	Contact	Steve Rigor, Applicant, (503) 477-8328 x 112					
21	*Project*	**Seaside Packaging Warehouse**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	40, 854 square-foot packaging warehouse	*Acreage*	6.18	**U2021-0002**	**3/16/2022**	Under construction.
	Location	La Brea Avenue	*District*	M-2			
	APN(s)	117-240-034	*Planner*	Cody Graybehl			
	Contact	Suzanne D. Winslow, Applicant, (805) 544-9700					
22	*Project*	**Blosser Ranch**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	Construct 338 "for rent" single-family residences with 329 ADUs as well as 832 apartments totalling 1,499 units	*Acreage*	155.5	**PD2023-0002**	**11/1/2023**	Building permits submitted. Planning permit expiration on 10/18/2026 (PD2023-0006, PD2023-0011). Planning permit expiration on 11/01/2026 (PD2023-0002, PD2023-0007).
	Location	NE/c of S. Blosser Rd and W. Battles Rd	*District*	Blosser SE SP	**TR2023-0001**	**11/1/2023**	
	APN(s)	117-240-028	*Planner*	Carol Ziesenhenne	**PD2023-0006**	**10/18/2023**	
	Contact	Laurie Tamura, Consultant, 805-934-5760			**TR2023-0002**	**11/1/2023**	
					PD2023-0007	**11/1/2023**	
					PD2023-0011	**10/18/2023**	
					PD2022-0013	**6/7/2023**	
					PD2022-0007	**5/3/2023**	
					PD2022-0006	**5/3/2023**	
					TR2019-0003	**10/20/2020**	
					SPZ2016-0002	**10/20/2020**	
					GPZ2016-0003	**10/20/2020**	
23	*Project*	**Vandenberg Senior Residences**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	52 unit senior apartment addition	*Acreage*	4.9	**PD2017-0002**	**7/18/2018**	Building permit approved. Planning permit expiration on 7/18/2023.
	Location	1314 S. Broadway	*District*	PD/C-1	**A2021-0008**	**11/17/2021**	
	APN(s)	128-065-008	*Planner*	Cody Graybehl	**A2023-0004**	**Pending**	
	Contact	Barry Williams, Architect, 805-459-7353					
24	*Project*	**Centennial Square Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	184 affordable apartments	*Acreage*	6.35	**PD2020-0009**	**8/4/2021**	Under construction.
	Location	SW/c Miller St and Plaza Dr	*District*	PD/R-3			
	APN(s)	128-066-003	*Planner*	Carol Ziesenhenne			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
25	*Project*	**Barcellus Senior Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	80 unit senior apartments	*Acreage*	2.3	**GPZ2016-0002**	**12/7/2016**	Planning permit expiration on 2/1/2026.
	Location	502 E. Barcellus Ave	*District*	PD/R-3	**PD2022-0015**	**2/1/2023**	
	APN(s)	128-067-032, -033, -034	*Planner*	Cody Graybehl			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
26	*Project*	**Westgate Village**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	126 multifamily units and 16,000 sq. ft. retail (including gas station)	*Acreage*	7.6	**PD2007-012**	**7/2/2008**	Planning permit under review.
	Location	NW/c S. Blosser Rd and W. Battles Rd	*District*	PD/CC	**A2017-0029**	**2/7/2018**	
	APN(s)	117-240-046, -045	*Planner*	Carol Ziesenhenne	**A2018-0023**	**1/16/2019**	
	Contact	Craig Minus, Developer, 805-962-2121			**A2020-0003**	**5/20/2020**	
					A2021-0013	**3/14/2022**	
					GPZ2022-0002	**Pending**	
					PD2022-0005	**Pending**	
					U2022-0007	**Pending**	
					TR2022-0004	**Pending**	

27	*Project*	**Bradley Commercial**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Drive-thru coffee shop and carwash	*Acreage*	3.7	**PD2023-0019**	**Pending**	Planning permit under review
	Location	1423 S Bradley Rd	*District*	PD/C-2	**U2023-0019**	**Pending**	
	APN(s)	128-139-016	*Planner*	Cody Graybehl			
	Contact	Santa Maria South Bradley Investments, LLC, Applicant, 530-668-1000					
28	*Project*	**Centennial Gardens**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct 160 affordable apartment units	*Acreage*	8.36	**PD2020-0006**	**11/18/2020**	Under construction.
	Location	SW/c Battles and Depot	*District*	PD/R-3			
	APN(s)	118-010-058	*Planner*	Frank Albro			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
29	*Project*	**Home Motors**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	52,000 sq. ft. auto dealership	*Acreage*	7.2	**PD2018-0004**	**5/16/2018**	Building permits submitted.
	Location	1004 E. Battles Rd	*District*	Enos Ranchos SP			
	APN(s)	128-189-002	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Consultant, 805-441-0332					
30	*Project*	**Santa Maria Cooler and Box Facility**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Multi-phased 130,000 sq. ft. AG cooler and box facility	*Acreage*	11.48	**PD2023-0013**	**Pending**	Planning permit under review.
	Location	1767 and 1795 A St	*District*	PD/M-1 - Area 9 SP			
	APN(s)	117-820-022 & 117-820-036	*Planner*	Cody Graybehl			
	Contact	Gil Palacios, Architect, 805-928-8008					
31	*Project*	**Windset Farms Greenhouses 7-9**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	4.3 mil sq. ft. greenhouse and 93,000 sq. ft. bldg.	*Acreage*	49	**PD2017-0009**	**Pending**	Planning permit under review.
	Location	1650 Black Rd	*District*	Area 9 SP			
	APN(s)	117-310-018	*Planner*	Dana Eady			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
32	*Project*	**Avante Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	86 unit apartment complex	*Acreage*	3.91	**PD2021-0013**	**11/16/2022**	Building permits submitted. Planning permit expiration 11/16/2025.
	Location	SW/c of Carmen Lane and South Blosser Road	*District*	PD/R-3	**TR2022-0002**	**11/16/2022**	
	APN(s)	117-770-047	*Planner*	Cody Graybehl			
	Contact	Steve Simoulis, Applicant, 805-440-9876					
33	*Project*	**Betteravia Plaza**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	Up to 443 units and 291,278 sq. ft. of retail/office	*Acreage*	55.2	**DA2015-0001**	**2/2/2016**	Planning permit expiration on 02/07/2026.
	Location	NW/c of W. Betteravia Rd & SMVRR tracks	*District*	Multiple	**TR2016-0007**	**11/21/2018**	
	APN(s)	117-990-001	*Planner*	Carol Ziesenhenne	**GPZ2021-0002**	**2/21/2023**	
	Contact	Dan Blough, Consultant, 805-680-9666			**PD2021-0006**	**2/7/2023**	
					PD2022-0011	**2/7/2023**	
34	*Project*	**Mister Carwash**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Drive-thru carwash with on-site office and storage	*Acreage*	0.92	**PD2023-0008**	**9/6/2023**	Planning permit expiration on 09/06/2026.
	Location	1925 S. Broadway	*District*	PD/C-2 - Entrada SP			
	APN(s)	117-500-029 and 117-500-012	*Planner*	Greg Vine			
	Contact	Lauren Smith, Applicant, 713-449-9447					
35	*Project*	**Splash N Dash**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	8,200 sq ft carwash	*Acreage*	1.6	**PD2018-0005**	**9/4/2019**	Grading permits submitted. Planning permit expiration on 9/4/2022.
	Location	Lot 8	*District*	Enos Ranchos SP			
	APN(s)	128-189-008	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Consultant, 805-441-0332					
36	*Project*	**Starbucks Drive-Thru Coffee**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	1,300 sq. ft. drive-thru only	*Acreage*	0.51	**PD2023-0009**	**Pending**	Planning permit under review
	Location	1202 W. Betteravia	*District*	PD/C-2	**U2023-0007**	**Pending**	
	APN(s)	111-400-032	*Planner*	Cody Graybehl			
	Contact	Jane Collete, Architect, 805-648-1234 ext. 20					

37	*Project*	**Hardy Diagnostics**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	36,400 sq. ft. manufacutring, warehouse and office building	*Acreage*	1.96	**PD2023-0003**	**6/21/2023**	Planning permit expiration 6/21/2026.
	Location	1291 W. McCoy Lane	*District*	PD/M-1			
	APN(s)	111-051-011	*Planner*	Frank Albro			
	Contact	Pamela Ricci, Applicant, 805-543-1794					
38	*Project*	**2811 Center**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	51,200 sq. ft. of office in 2 buildings	*Acreage*	7	**PD2017-0003**	**6/7/2017**	One 25,600 sq. ft. building constructed. Second building pending.
	Location	2815 Airpark Dr	*District*	PD/M-1	**TR2017-0002**	**3/21/2018**	
	APN(s)	111-231-003	*Planner*	Carol Ziesenhenne	**A2022-0001**	**1/25/2022**	
	Contact	Steve Simoulis, Developer, 805-541-9004					
39	*Project*	**Santa Maria Studios**	*Category*	**Residential**	*Files #s*	*Approved*	*Status*
	Description	358 senior, affordable & market rate units (Phase 1= 160 + Phase 2 = 19	*Acreage*	5.5	**SP2021-0003**	**2/21/2021**	Phase 1 is under construction. Planning permit under review for Phase 2.
	Location	2660 Santa Maria Way, Santa Maria, CA	*District*	PD/C-2	**PD2023-0004**	**Pending**	
	APN(s)	128-090-011	*Planner*	Cody Graybehl			
	Contact	AMG & Associates, LLC, 818-380-2600					
40	*Project*	**Park Edge Apartments**	*Category*	**Mixed Use/Other**	*File #s*	*Approved*	*Status*
	Description	140 apt units, clubhouse and 5,435 sq. ft. multi-tennant commercial	*Acreage*	7.45	**PD2020-0008**	**6/16/2022**	Building permits submitted. Planning permits expiration on 6/16/2025.
	Location	2770 Santa Maria Way	*District*	PD/C-2 & PD/R-3	**U2020-0012**	**6/16/2022**	
	APN(s)	128-090-022, -023 & 109-010-039	*Planner*	Cody Graybehl			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
41	*Project*	**Northman Residential (Skyview Homes)**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	63 single family residences	*Acreage*	13.2	**GPZ2018-0004**	**8/6/2019**	Under construction.
	Location	Santa Maria Wy btw Sunrise Dr & E Dauphin St	*District*	PD/R-1	**TR2018-0003**	**7/16/2019**	
	APN(s)	109-010-005, -006	*Planner*	Frank Albro	**PD2018-0013**	**6/19/2019**	
	Contact	Brian Schwartz, Consultant			**A2021-0012**	**4/28/2022**	
42	*Project*	**Skylight Homes**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	49 single family homes in 50 parcels	*Acreage*	8.89	**GPZ2021-0001**	**1/4/2022**	Planning permits expiration 1/17/2026. Building permits submitted.
	Location	3170 Santa Maria Way	*District*	PD/R-1	**PD2022-0006**	**1/17/2023**	
	APN(s)	109-010-012	*Planner*	Cody Graybehl	**TR2022-0005**	**1/17/2023**	
	Contact	Sheryl Flores, Applicant, 805-540-2465					
43	*Project*	**Planes of Fame**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Air Museum with two aircraft hangars (56,635 sq.ft. & 12,801 sq.ft.)	*Acreage*	23.94	**PD2023-0017**	**Pending**	Planning permit under review
	Location	3335 Corsair Cir	*District*	PD/AS-II & PD/AS-III			
	APN(s)	111-231-011	*Planner*	Carol Ziesenhenne			
	Contact	Jane Hinton, Applicant					
44	*Project*	**Elements Apartments (Lakeview Mixed Use Project)**	*Category*	**Mixed Use**	*File #s*	*Approved*	*Status*
	Description	152 apartment units and approx. 9,800 sqft of commercial space	*Acreage*	4	**PD2018-0008**	**4/2/2019**	Under construction
	Location	NW corner of Orcutt Expressway & Skyway Drive	*District*	PD/R-3			
	APN(s)	111-100-008 & 111-100-009	*Planner*	Frank Albro			
	Contact	Urban Planning Concepts, Applicant, 805-934-5760					
45	*Project*	**Santa Maria Airport Foxenwood Self Storage**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Mini-warehouse facilty	*Acreage*	608.01	**PD2022-0017**	**1/17/2024**	Planning permit expiration 1/17/2027.
	Location	3335 Corsair Circle	*District*	AA,PD/AS-1	**SPZ2022-0001**	**1/17/2024**	
	APN(s)	111-231-011	*Planner*	Frank Albro			
	Contact	Santa Maria Public Airport District, 805-922-1726					
46	*Project*	**Richards Ranch Annexation**	*Category*	**Mixed Use**	*File #s*	*Approved*	*Status*
	Description	Annexation of 43.75 acres	*Acreage*	43.75	**AN2021-0001**	**Pending**	Annexation application under review
	Location	Orcutt Expressway & Union Valley Parkway	*District*	Proposed PD/C-2 and PD/R-3			
	APN(s)	107-250-020, 107-250-019, 107-250-021, & 107-250-022					
	Contact	Urban Planning Concepts, Applicant, 805-934-5760	*Planner*	Dana Eady			

APPROVED AND PENDING PROJECT TRIP GENERATION SPREADSHEET

Associated Transportation Engineers
Pending and Approved Projects - Trip Generation Worksheet

SEARS BUILDING REMODEL PROJECT - CUMULATIVE CITY LIST (#24017)																
Land-Use		Size		Pass-By Factor	AM Peak						PM Peak					
					Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
5	309 Mill Aparments (a)	23	DU	1.00	0.40	9	24%	2	76%	7	0.51	12	63%	8	37%	4
6	200 Mill Aparments (a)	20	DU	1.00	0.40	8	24%	2	76%	6	0.51	10	63%	6	37%	4
7	Vino Bella Apartments (a)	32	DU	1.00	0.40	13	24%	3	76%	10	0.51	16	63%	10	37%	6
10	Bellecrest Residences (j)	142	DU	1.00	-	34	-	11	-	23	-	43	-	26	-	17
14	Heritage Walk Lofts (a)	102	DU	1.00	0.40	41	24%	10	76%	31	0.51	52	63%	33	37%	19
17	Boone Street Market (c)	2,280	SF	1.00	0.59	1	79%	1	21%	0	16.62	38	50%	19	50%	19
15	Cook Street Apartments (h)	-	-	1.00	-	62	-	21	-	41	-	72	-	45	-	27
16	Heritage View (e)	40	DU	1.00	0.50	20	29%	6	71%	14	0.46	18	59%	11	41%	7
16	Heritage View (a)	79	DU	1.00	0.40	32	24%	8	76%	24	0.51	40	63%	25	37%	15
17	Boone Street Market (a)	2	DU	1.00	0.40	1	24%	0	76%	1	0.51	1	63%	1	37%	0
18	Oakley Court Apartments (a)	31	DU	1.00	0.40	12	24%	3	76%	9	0.51	16	63%	10	37%	6
22	Blosser Ranch (d)	-	-	1.00	-	1,448	-	639	-	809	-	1,933	-	1,055	-	878
23	Vandenberg Senior Residence (a)	52	DU	1.00	0.40	21	24%	5	76%	16	0.51	27	63%	17	37%	10
24	Centennial Sqaure Apartments (e)	184	DU	1.00	0.50	92	29%	27	71%	65	0.46	85	59%	50	41%	35
25	Barcellus Senior Apartments (a)	80	DU	1.00	0.40	32	24%	8	76%	24	0.51	41	63%	26	37%	15
8	Gateway Mixed Use (b)	27	DU	1.00	0.37	10	23%	2	77%	8	0.39	11	61%	7	39%	4
8	Gateway Mixed Use (f)	3,300	SF	1.00	2.36	8	60%	5	40%	3	6.59	22	50%	11	50%	11
9	Starbucks at Home Motors (g)	1,800	SF	0.50	85.88	77	51%	39	49%	38	38.99	35	50%	18	50%	17
12	Alvin Newton Apartments (i)	-	-	1.00	-	55	-	22	-	33	-	56	-	35	-	21
	Boot Barn Apartments (b)	101	DU	1.00	0.37	37	23%	9	77%	28	0.39	39	61%	24	39%	15
	Boot Barn Apartments (k)	1,450	SF	1.00	9.57	14	55%	8	45%	6	9.05	13	61%	8	39%	5

(a) Trip generation based on rates for Multifamily Housing Low-Rise (#220).
(b) Trip generation based on rates for Multifamily Housing Mid-Rise (#221).
(c) Trip generation based on rates for Liqour Store (#899).
(d) Traffic Study, ATE, December 2022.
(e) Trip generation based on rates for Affordable Housing (#899).
(f) Trip generation based on rates for Strip Retail Plaza (<40k) (#822).
(g) Trip generation based on rates for Coffee/Donut Shop with Drive-Through Window (#937).
(h) Traffic Study, ATE, February 2023.
(i) Traffic Study, ATE, March 2023.
(j) Traffic Study, ATE, December 2023.
(j) Traffic Study, ATE, December 2023.
(k) Trip generation based on rates for High Turnover Sit-Down Restaurant (#932).

MAIN STREET QUEUING ANALYSIS

Intersection: 1: Broadway & Main St

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	T
Maximum Queue (ft)	172	176	132	149	171	176	171	221	240	172	334	487
Average Queue (ft)	87	150	97	107	71	143	133	168	163	94	191	333
95th Queue (ft)	193	177	134	166	158	178	184	246	262	160	353	477
Link Distance (ft)			842	842				616	616	616		525
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	210	210			155	450	450				310	
Storage Blk Time (%)				2	0							8
Queuing Penalty (veh)				2	0							15

Intersection: 1: Broadway & Main St

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	406	75	262	213	189	146
Average Queue (ft)	293	49	175	183	108	51
95th Queue (ft)	412	76	282	225	213	134
Link Distance (ft)	525	525		478	478	478
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			520			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Town Center Dr & Main St

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	R	L	T	T	T	L	R
Maximum Queue (ft)	110	91	51	51	28	149	138	111	67	21
Average Queue (ft)	64	68	23	21	17	108	87	56	38	11
95th Queue (ft)	116	100	51	53	40	158	148	121	66	26
Link Distance (ft)	616	616	616			521	521	521	332	332
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				240	240					
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Miller St & Main St

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	74	187	200	53	116	202	202	111	110	63	66	112
Average Queue (ft)	37	148	149	22	95	165	130	83	57	48	30	78
95th Queue (ft)	78	204	206	55	126	222	204	131	116	74	69	112
Link Distance (ft)		521	521	521		1066	1066		618	618		563
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				230			230			200	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Miller St & Main St

Movement	SB
Directions Served	TR
Maximum Queue (ft)	30
Average Queue (ft)	29
95th Queue (ft)	30
Link Distance (ft)	563
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 18

Intersection: 1: Broadway & Main St

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	T
Maximum Queue (ft)	143	176	240	332	180	153	155	196	236	208	182	290
Average Queue (ft)	68	139	183	228	146	120	124	136	161	107	111	241
95th Queue (ft)	159	175	251	337	234	180	174	224	265	219	182	287
Link Distance (ft)			842	842				616	616	616		525
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	210	210			155	450	450				310	
Storage Blk Time (%)			2	32	0							0
Queuing Penalty (veh)			4	39	1							0

Intersection: 1: Broadway & Main St

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	286	53	277	209	164	85
Average Queue (ft)	204	33	179	182	143	46
95th Queue (ft)	282	65	276	221	178	87
Link Distance (ft)	525	525		478	478	478
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			520			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Town Center Dr & Main St

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	L	R
Maximum Queue (ft)	23	157	213	184	118	138	227	128	68	115	22
Average Queue (ft)	18	138	160	96	66	98	116	81	49	82	20
95th Queue (ft)	33	179	232	198	115	140	238	136	71	120	22
Link Distance (ft)		616	616	616			521	521	521	332	332
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	140				240	240					
Storage Blk Time (%)		6					0				
Queuing Penalty (veh)		2					0				

Intersection: 3: Miller St & Main St

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	159	268	272	97	206	275	242	193	198	169	108	136
Average Queue (ft)	77	175	200	49	135	191	179	128	136	139	74	112
95th Queue (ft)	146	286	311	120	208	297	247	208	208	177	125	149
Link Distance (ft)		521	521	521		1066	1066		618	618		563
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				230			230			200	
Storage Blk Time (%)		5				5						
Queuing Penalty (veh)		6				9						

Intersection: 3: Miller St & Main St

Movement	SB
Directions Served	TR
Maximum Queue (ft)	113
Average Queue (ft)	85
95th Queue (ft)	120
Link Distance (ft)	563
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 60

ACCIDENT RATE WORKSHEETS

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 ● (805) 687-4418 ● (805) 682-8509-F

ACCIDENT RATE CALCULATION SHEET - FOR INTERSECTIONS

Project: Sears Building Remodel Project **File Name:** Accident Rate Worksheet 3 Year
Project #: 24017
Analyst: GOM
Date: 4/8/2024

N/S Street: Elizabeth Street
E/W Street: Main Street
Weekday:
PM Peak Hour Entering Volume: 2203
Peak Hour Factor: 10.95
----------OR----------
Total Approach ADT: N/A
Weekend:
PM Peak Hour Entering Volume OR ADT: 75% (as a percentage of Weekday PM Peak Hour Entering Volume OR ADT)

Period Analyzed (years): 3

Number of Accidents: 4

Million Entering Vehicle Miles: 24.53 million entering vehicle miles (mevm)

Accident Rate: **.16 accidents per million entering vehicle miles (mevm)**

Intersection Rate Group: I07
California State Average Collision Rate: 0.36

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 ● (805) 687-4418 ● (805) 682-8509-F

ACCIDENT RATE CALCULATION SHEET - FOR INTERSECTIONS

Project: Sears Building Remodel Project **File Name:** Accident Rate Worksheet 3 Year
Project #: 24017
Analyst: GOM
Date: 4/8/2024

N/S Street: Miller Street
E/W Street: Church Street
Weekday:
PM Peak Hour Entering Volume: 1500
Peak Hour Factor: 10.95
----------OR----------
Total Approach ADT: N/A
Weekend:
PM Peak Hour Entering Volume OR ADT: 75% (as a percentage of Weekday PM Peak Hour Entering Volume OR ADT)

Period Analyzed (years): 3

Number of Accidents: 4

Million Entering Vehicle Miles: 16.7 million entering vehicle miles (mevm)

Accident Rate: **.24 accidents per million entering vehicle miles (mevm)**

Intersection Rate Group: I07
California State Average Collision Rate: 0.36

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Broadway/Main Street
Reference 2 - Town Center Drive/Main Street
Reference 3 - Miller Street/Main Street
Reference 4 - Elizabeth Street/Main Street
Reference 5 - Miller Street/Church Street
Reference 6 - Broadway/Cook Street
Reference 7 - Miller Street/Cook Street

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 01_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***BROADWAY***

E/W STREET: ***MAIN STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R		WEST BOUND L	T	R
(A)	EXISTING:	**101**	**456**	**123**	**136**	**594**	**106**	**81**	**455**	**78**	*	**165**	**434**	**133**
(B)	PROJECT-ADDED:	**0**	**0**	**0**	**24**	**-3**	**0**	**0**	**10**	**0**	*	**22**	**6**	**12**
(C)	CUMULATIVE:	**107**	**530**	**129**	**161**	**631**	**108**	**92**	**478**	**85**	*	**197**	**453**	**157**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L TT R	SOUTH BOUND L T T R	EAST BOUND LL TT R	WEST BOUND LL TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	101	101	107	107	0.063 *	0.063 *	0.067	0.067
NBT	2	3200	456	456	530	530	0.143	0.143	0.166 *	0.166 *
NBR *(a)*	1	1600	98	98	103	103	0.061	0.061	0.064	0.064
SBL	1	1600	136	160	161	185	0.085	0.100	0.101 *	0.116 *
SBT	2	3200	594	591	631	628	0.186 *	0.185 *	0.197	0.196
SBR *(b)*	1	1600	90	90	92	92	0.056	0.056	0.058	0.058
EBL	2	3200	81	81	92	92	0.025	0.025	0.029	0.029
EBT	2	3200	455	465	478	488	0.142 *	0.145 *	0.149 *	0.153 *
EBR *(c)*	1	1600	62	62	68	68	0.039	0.039	0.043	0.043
WBL	2	3200	165	187	197	219	0.052 *	0.058 *	0.062 *	0.068 *
WBT	2	3200	434	440	453	459	0.136	0.138	0.142	0.143
WBR *(d)*	1	1600	106	116	126	135	0.066	0.073	0.079	0.084
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.543**	**0.551**	**0.578**	**0.603**
					SCENARIO LEVEL OF SERVICE:		**A**	**A**	**A**	**A**

NOTES:

RTOR: (a) 20%
(b) 15%
(c) 20%
(d) 20%

Printed: 03/27/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 01_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***BROADWAY***

E/W STREET: ***MAIN STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**200**	**808**	**149**	**204**	**599**	**141**	**173**	**528**	**119**	**248**	**566**	**193**
(B)	PROJECT-ADDED:	**0**	**0**	**0**	**64**	**-8**	**0**	**0**	**26**	**0**	**94**	**25**	**57**
(C)	CUMULATIVE:	**203**	**871**	**158**	**234**	**678**	**148**	**177**	**552**	**122**	**269**	**583**	**217**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L TT R	SOUTH BOUND L T T R	EAST BOUND LL TT R	WEST BOUND LL TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	200	200	203	203	0.125	0.125	0.127	0.127
NBT	2	3200	808	808	871	871	0.253 *	0.253 *	0.272 *	0.272 *
NBR *(a)*	1	1600	104	104	111	111	0.065	0.065	0.069	0.069
SBL	1	1600	204	268	234	298	0.128 *	0.168 *	0.146 *	0.186 *
SBT	2	3200	599	591	678	670	0.187	0.185	0.212	0.209
SBR *(b)*	1	1600	113	113	118	118	0.071	0.071	0.074	0.074
EBL	2	3200	173	173	177	177	0.054	0.054	0.055	0.055
EBT	2	3200	528	554	552	578	0.165 *	0.173 *	0.173 *	0.181 *
EBR *(c)*	1	1600	83	83	85	85	0.052	0.052	0.053	0.053
WBL	2	3200	248	342	269	363	0.078 *	0.107 *	0.084 *	0.113 *
WBT	2	3200	566	591	583	608	0.177	0.185	0.182	0.190
WBR *(d)*	1	1600	135	175	152	192	0.084	0.109	0.095	0.120
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
			TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.724**	**0.801**	**0.775**	**0.852**
			SCENARIO LEVEL OF SERVICE:				**C**	**C**	**C**	**D**

NOTES:

RTOR: *(a) 30%*
(b) 20%
(c) 30%
(d) 30%

Printed: 03/27/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 02_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/22/2023***

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***TOWN CENTER DRIVE***

E/W STREET: ***MAIN STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
VOLUMES		L	T	R	L	T	R	L	T	R	L	T	R
(A)	EXISTING:	**5**	**0**	**9**	**0**	**0**	**0**	**4**	**705**	**5**	**19**	**718**	**0**
(B)	PROJECT-ADDED:	**46**	**0**	**10**	**0**	**0**	**0**	**0**	**-6**	**40**	**16**	**-6**	**0**
(C)	CUMULATIVE:	**41**	**0**	**28**	**0**	**0**	**0**	**4**	**746**	**5**	**28**	**741**	**0**

GEOMETRICS

	NORTH BOUND		SOUTH BOUND	EAST BOUND			WEST BOUND	
LANE GEOMETRICS	L	R		L	TTT	R	L	TTT

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	5	51	41	87	0.003	0.032 *	0.026 *	0.054 *
NBT	2	3200	0	0	0	0	0.000	0.000	0.000	0.000
NBR *(a)*	1	1600	7	15	22	30	0.004 *	0.009	0.014	0.019
SBL	1	1600	0	0	0	0	0.000 *	0.000	0.000 *	0.000
SBT	2	3200	0	0	0	0	0.000	0.000 *	0.000	0.000 *
SBR *(b)*	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
EBL	2	3200	4	4	4	4	0.001	0.001	0.001	0.001
EBT	2	3200	705	699	746	740	0.220 *	0.218 *	0.233 *	0.231 *
EBR *(c)*	1	1600	4	36	4	36	0.003	0.023	0.003	0.023
WBL	2	3200	19	35	28	44	0.006 *	0.011 *	0.009 *	0.014 *
WBT	2	3200	718	712	741	735	0.224	0.223	0.232	0.230
WBR *(d)*	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
			TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.330**	**0.361**	**0.368**	**0.399**
			SCENARIO LEVEL OF SERVICE:				**A**	**A**	**A**	**A**

NOTES:

Printed: 03/27/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 02_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/22/2023***

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***TOWN CENTER DRIVE***

E/W STREET: ***MAIN STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**48**	**0**	**41**	**0**	**0**	**0**	**31**	**821**	**24**	**57**	**959**	**0**
(B)	PROJECT-ADDED:	**191**	**0**	**40**	**0**	**0**	**0**	**0**	**-15**	**105**	**41**	**-15**	**0**
(C)	CUMULATIVE:	**70**	**0**	**53**	**0**	**0**	**0**	**31**	**867**	**24**	**73**	**999**	**0**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L	NORTH BOUND R	SOUTH BOUND	EAST BOUND L	EAST BOUND TTT	EAST BOUND R	WEST BOUND L	WEST BOUND TTT

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	48	239	70	261	0.030 *	0.149 *	0.044 *	0.163 *
NBT	2	3200	0	0	0	0	0.000	0.000	0.000	0.000
NBR *(a)*	1	1600	33	65	42	74	0.021	0.041	0.026	0.046
SBL	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
SBT	2	3200	0	0	0	0	0.000 *	0.000 *	0.000 *	0.000 *
SBR *(b)*	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
EBL	2	3200	31	31	31	31	0.010 *	0.010 *	0.010 *	0.010 *
EBT	2	3200	821	806	867	852	0.257	0.252	0.271	0.266
EBR *(c)*	1	1600	19	103	19	103	0.012	0.064	0.012	0.064
WBL	2	3200	57	98	73	114	0.018	0.031	0.023	0.036
WBT	2	3200	959	944	999	984	0.300 *	0.295 *	0.312 *	0.308 *
WBR *(d)*	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
			LOST TIME:				0.100 *	0.100 *	0.100 *	0.100 *
			TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.440**	**0.554**	**0.466**	**0.581**
			SCENARIO LEVEL OF SERVICE:				**A**	**A**	**A**	**A**

NOTES:

Printed: 03/27/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 03_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***MILLER STREET***

E/W STREET: ***MAIN STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**83**	**173**	**145**	**74**	**231**	**65**	**48**	**567**	**50**	**177**	**608**	**61**
(B)	PROJECT-ADDED:	**0**	**1**	**4**	**0**	**1**	**2**	**0**	**4**	**0**	**9**	**8**	**0**
(C)	CUMULATIVE:	**87**	**202**	**158**	**76**	**242**	**66**	**51**	**623**	**58**	**182**	**652**	**61**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	L TT R	L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	83	83	87	87	0.052	0.052	0.054	0.054
NBT		2	3200	173	174	202	203	0.099 *	0.101 *	0.113 *	0.114 *
NBR	*(a)*	0	0	145	149	158	162	-	-	-	-
SBL		1	1600	74	74	76	76	0.046 *	0.046 *	0.048 *	0.048 *
SBT		2	3200	231	232	242	243	0.093	0.093	0.096	0.097
SBR	*(b)*	0	0	65	67	66	68	-	-	-	-
EBL		1	1600	48	48	51	51	0.030	0.030	0.032	0.032
EBT		2	3200	567	571	623	627	0.177 *	0.178 *	0.195 *	0.196 *
EBR	*(c)*	1	1600	35	35	41	41	0.022	0.022	0.026	0.026
WBL		1	1600	177	186	182	191	0.111 *	0.116 *	0.114 *	0.119 *
WBT		2	3200	608	616	652	660	0.209	0.212	0.223	0.225
WBR	*(d)*	0	0	61	61	61	61	-	-	-	-
							LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *
							TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.533**	**0.541**	**0.570**	**0.577**
							SCENARIO LEVEL OF SERVICE:	**A**	**A**	**A**	**A**

NOTES:

RTOR: (a) 0%
(b) 0%
(c) 30%
(d) 0%

Printed: 03/27/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 03_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***MILLER STREET***

E/W STREET: ***MAIN STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**144**	**358**	**230**	**93**	**320**	**74**	**114**	**617**	**122**	**176**	**759**	**81**
(B)	PROJECT-ADDED:	**0**	**4**	**22**	**0**	**4**	**4**	**3**	**22**	**0**	**22**	**22**	**0**
(C)	CUMULATIVE:	**146**	**375**	**236**	**93**	**346**	**77**	**117**	**663**	**127**	**184**	**806**	**81**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	L TT R	L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	144	144	146	146	0.090	0.090	0.091	0.091
NBT		2	3200	358	362	375	379	0.184 *	0.192 *	0.191 *	0.199 *
NBR	*(a)*	0	0	230	252	236	258	-	-	-	-
SBL		1	1600	93	93	93	93	0.058 *	0.058 *	0.058 *	0.058 *
SBT		2	3200	320	324	346	350	0.123	0.126	0.132	0.135
SBR	*(b)*	0	0	74	78	77	81	-	-	-	-
EBL		1	1600	114	117	117	120	0.071 *	0.073 *	0.073 *	0.075 *
EBT		2	3200	617	639	663	685	0.193	0.200	0.207	0.214
EBR	*(c)*	1	1600	85	85	89	89	0.053	0.053	0.056	0.056
WBL		1	1600	176	198	184	206	0.110	0.124	0.115	0.129
WBT		2	3200	759	781	806	828	0.263 *	0.269 *	0.277 *	0.284 *
WBR	*(d)*	0	0	81	81	81	81	-	-	-	-
							LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *
							TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.676**	**0.692**	**0.699**	**0.716**
							SCENARIO LEVEL OF SERVICE:	**B**	**B**	**B**	**C**

NOTES:

RTOR: (a) 0%
(b) 0%
(c) 30%
(d) 0%

Printed: 03/27/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

HCS Two-Way Stop-Control Report

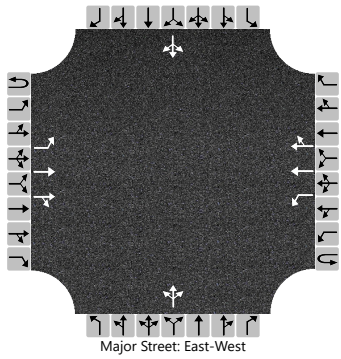
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	14	683	3	0	14	769	20		4	1	17		9	3	23
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15				15					24				38	
Capacity, c (veh/h)		772				852					421				329	
v/c Ratio		0.02				0.02					0.06				0.12	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.2				0.4	
Control Delay (s/veh)		9.8				9.3					14.1				17.4	
Level of Service (LOS)		A				A					B				C	
Approach Delay (s/veh)	0.2				0.2				14.1				17.4			
Approach LOS	A				A				B				C			

HCS Two-Way Stop-Control Report

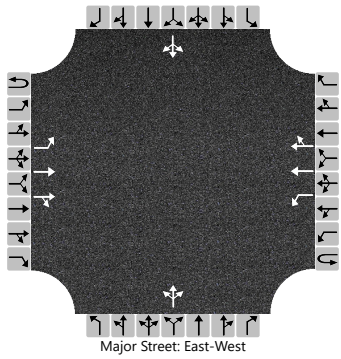
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	15	690	3	0	14	784	20		4	1	17		9	3	25
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				15					24				40	
Capacity, c (veh/h)		762				846					415				329	
v/c Ratio		0.02				0.02					0.06				0.12	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.2				0.4	
Control Delay (s/veh)		9.8				9.3					14.2				17.5	
Level of Service (LOS)		A				A					B				C	
Approach Delay (s/veh)	0.2				0.2				14.2				17.5			
Approach LOS	A				A				B				C			

AWD = 14.1 sec. (LOS B)

HCS Two-Way Stop-Control Report

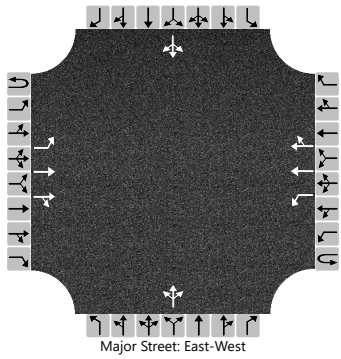
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	14	754	3	0	14	818	20		4	1	17		9	3	23
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15				15					24				38	
Capacity, c (veh/h)		737				796					382				297	
v/c Ratio		0.02				0.02					0.06				0.13	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.2				0.4	
Control Delay (s/veh)		10.0				9.6					15.1				18.9	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.2				15.1				18.9			
Approach LOS	A				A				C				C			

AWD = 14.9 sec. (LOS B)

HCS Two-Way Stop-Control Report

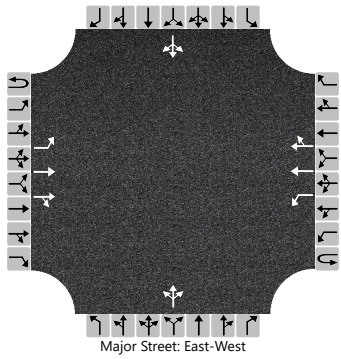
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	15	761	3	0	14	833	20		4	1	17		9	3	25
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				15					24				40	
Capacity, c (veh/h)		727				791					375				298	
v/c Ratio		0.02				0.02					0.06				0.14	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.2				0.5	
Control Delay (s/veh)		10.1				9.6					15.2				19.0	
Level of Service (LOS)		B				A					C				C	
Approach Delay (s/veh)	0.2				0.2				15.2				19.0			
Approach LOS	A				A				C				C			

AWD = 15.1 sec. (LOS C)

HCS Two-Way Stop-Control Report

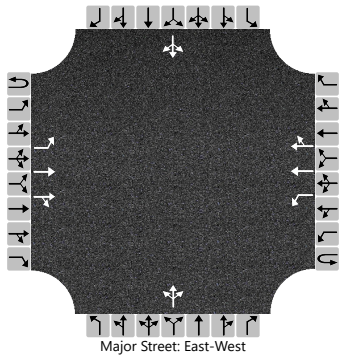
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	29	1048	7	0	13	954	34		9	3	43		10	2	51
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		31				14					59				67	
Capacity, c (veh/h)		652				612					242				300	
v/c Ratio		0.05				0.02					0.24				0.22	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.9				0.8	
Control Delay (s/veh)		10.8				11.0					24.6				20.4	
Level of Service (LOS)		B				B					C				C	
Approach Delay (s/veh)	0.3				0.1				24.6				20.4			
Approach LOS	A				A				C				C			

AWD = 19.3 sec. (LOS C)

HCS Two-Way Stop-Control Report

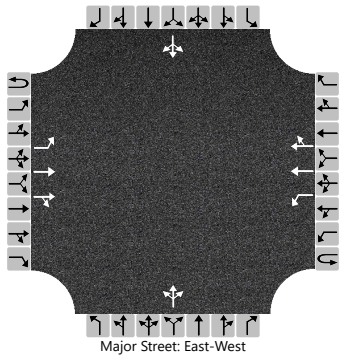
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	35	1086	7	0	13	992	34		9	3	43		10	2	57
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		37				14					59				73	
Capacity, c (veh/h)		629				591					221				289	
v/c Ratio		0.06				0.02					0.26				0.25	
95% Queue Length, Q_{95} (veh)		0.2				0.1					1.0				1.0	
Control Delay (s/veh)		11.1				11.2					27.0				21.6	
Level of Service (LOS)		B				B					D				C	
Approach Delay (s/veh)	0.3				0.1				27.0				21.6			
Approach LOS	A				A				D				C			

AWD = 20.4 sec. (LOS C)

HCS Two-Way Stop-Control Report

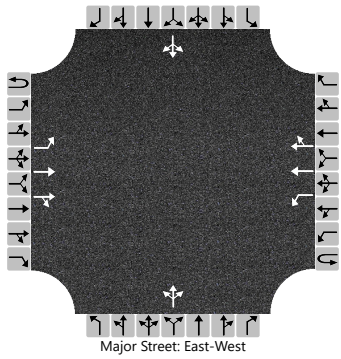
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	29	1100	7	0	13	1009	34		9	3	43		10	2	51
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		31				14					59				67	
Capacity, c (veh/h)		619				583					219				275	
v/c Ratio		0.05				0.02					0.27				0.24	
95% Queue Length, Q_{95} (veh)		0.2				0.1					1.0				0.9	
Control Delay (s/veh)		11.1				11.3					27.3				22.3	
Level of Service (LOS)		B				B					D				C	
Approach Delay (s/veh)	0.3				0.1				27.3				22.3			
Approach LOS	A				A				D				C			

HCS Two-Way Stop-Control Report

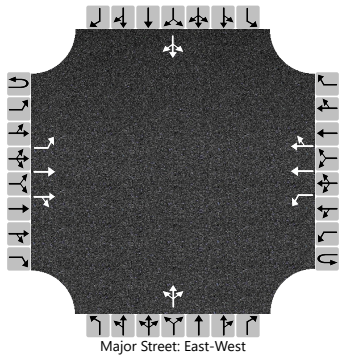
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	35	1138	7	0	13	1047	34		9	3	43		10	2	57
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		37				14					59				73	
Capacity, c (veh/h)		598				563					199				265	
v/c Ratio		0.06				0.02					0.29				0.28	
95% Queue Length, Q_{95} (veh)		0.2				0.1					1.2				1.1	
Control Delay (s/veh)		11.4				11.6					30.4				23.7	
Level of Service (LOS)		B				B					D				C	
Approach Delay (s/veh)	0.3				0.1				30.4				23.7			
Approach LOS	A				A				D				C			

AWD = 22.4 sec. (LOS C)

HCS Two-Way Stop-Control Report

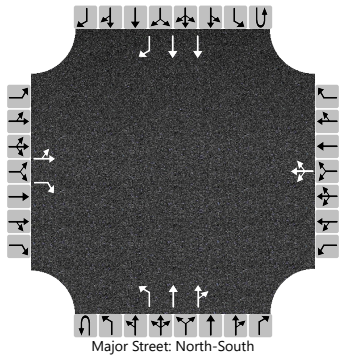
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		7	0	5		14	1	23	0	44	346	54			421	32
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8		6			44			51						
Capacity, c (veh/h)		363		753			720			1029						
v/c Ratio		0.02		0.01			0.06			0.05						
95% Queue Length, Q_{95} (veh)		0.1		0.0			0.2			0.2						
Control Delay (s/veh)		15.1		9.8			10.3			8.7						
Level of Service (LOS)		C		A			B			A						
Approach Delay (s/veh)		12.9				10.3				0.9						
Approach LOS		B				B				A						

HCS Two-Way Stop-Control Report

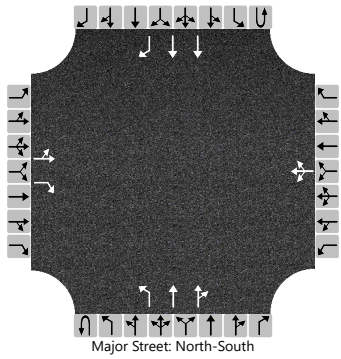
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING + PROJECT

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		16	1	16		14	3	23	0	61	342	54			417	46
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20		19			47			71						
Capacity, c (veh/h)		331		755			617			1019						
v/c Ratio		0.06		0.02			0.08			0.07						
95% Queue Length, Q_{95} (veh)		0.2		0.1			0.2			0.2						
Control Delay (s/veh)		16.6		9.9			11.3			8.8						
Level of Service (LOS)		C		A			B			A						
Approach Delay (s/veh)		13.3				11.3				1.2						
Approach LOS		B				B				A						

HCS Two-Way Stop-Control Report

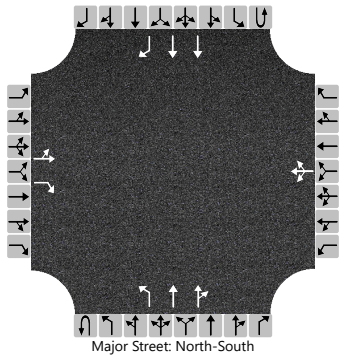
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	CUMULATIVE

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		7	0	5		14	1	23	0	44	392	54			445	32
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8		6			44			51						
Capacity, c (veh/h)		344		737			673			1005						
v/c Ratio		0.02		0.01			0.07			0.05						
95% Queue Length, Q_{95} (veh)		0.1		0.0			0.2			0.2						
Control Delay (s/veh)		15.7		9.9			10.7			8.8						
Level of Service (LOS)		C		A			B			A						
Approach Delay (s/veh)		13.3				10.7				0.8						
Approach LOS		B				B				A						

AWD = 10.1 sec. (LOS B)

HCS Two-Way Stop-Control Report

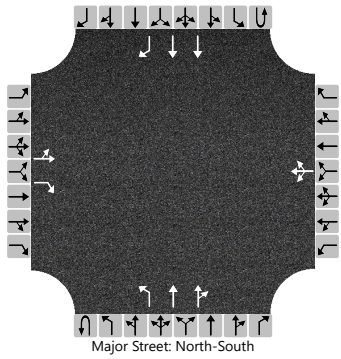
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		16	1	16		14	3	23	0	61	388	54			441	46
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20		19			47			71						
Capacity, c (veh/h)		311		740			571			995						
v/c Ratio		0.06		0.03			0.08			0.07						
95% Queue Length, Q_{95} (veh)		0.2		0.1			0.3			0.2						
Control Delay (s/veh)		17.4		10.0			11.9			8.9						
Level of Service (LOS)		C		A			B			A						
Approach Delay (s/veh)		13.8				11.9				1.1						
Approach LOS		B				B				A						

HCS Two-Way Stop-Control Report

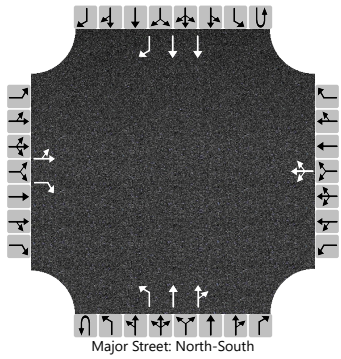
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		34	11	29		9	6	51	0	34	733	32			455	105
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48		31			71			37						
Capacity, c (veh/h)		228		753			525			964						
v/c Ratio		0.21		0.04			0.14			0.04						
95% Queue Length, Q_{95} (veh)		0.8		0.1			0.5			0.1						
Control Delay (s/veh)		25.0		10.0			12.9			8.9						
Level of Service (LOS)		C		A			B			A						
Approach Delay (s/veh)		19.1				12.9				0.4						
Approach LOS		C				B				A						

AWD = 14.7 sec. (LOS B)

HCS Two-Way Stop-Control Report

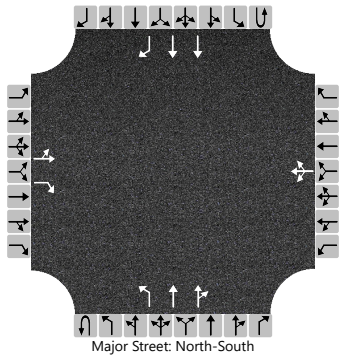
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING + PROJECT

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		71	17	72		9	12	51	0	78	722	32			444	142
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		95		77			77			84						
Capacity, c (veh/h)		200		759			368			941						
v/c Ratio		0.47		0.10			0.21			0.09						
95% Queue Length, Q_{95} (veh)		2.3		0.3			0.8			0.3						
Control Delay (s/veh)		38.2		10.3			17.4			9.2						
Level of Service (LOS)		E		B			C			A						
Approach Delay (s/veh)		25.7				17.4				0.9						
Approach LOS		D				C				A						

AWD = 19.6 sec. (LOS C)

HCS Two-Way Stop-Control Report

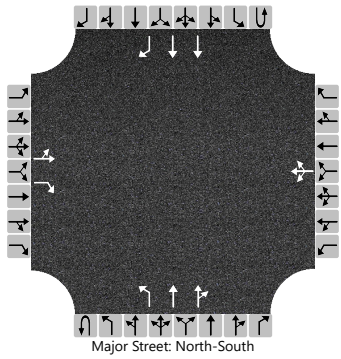
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	CUMULATIVE

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		34	11	29		9	6	51	0	34	758	32			494	105
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48		31			71			37						
Capacity, c (veh/h)		212		730			499			930						
v/c Ratio		0.23		0.04			0.14			0.04						
95% Queue Length, Q_{95} (veh)		0.9		0.1			0.5			0.1						
Control Delay (s/veh)		26.9		10.2			13.4			9.0						
Level of Service (LOS)		D		B			B			A						
Approach Delay (s/veh)		20.3				13.4				0.4						
Approach LOS		C				B				A						

HCS Two-Way Stop-Control Report

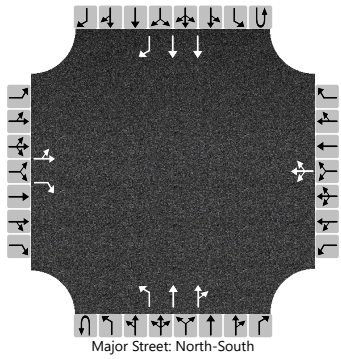
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		71	17	72		9	12	51	0	78	747	32			483	142
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		95		77			77			84						
Capacity, c (veh/h)		186		736			340			908						
v/c Ratio		0.51		0.11			0.23			0.09						
95% Queue Length, Q_{95} (veh)		2.5		0.4			0.9			0.3						
Control Delay (s/veh)		43.0		10.5			18.7			9.4						
Level of Service (LOS)		E		B			C			A						
Approach Delay (s/veh)		28.4				18.7				0.9						
Approach LOS		D				C				A						

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 06_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***BROADWAY***

E/W STREET: ***COOK STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A)	EXISTING:	**67**	**552**	**79**	**44**	**697**	**64**	**92**	**135**	**66**	**52**	**84**	**24**
(B)	PROJECT-ADDED:	**0**	**27**	**0**	**0**	**16**	**3**	**5**	**0**	**0**	**0**	**0**	**0**
(C)	CUMULATIVE:	**67**	**634**	**83**	**55**	**765**	**68**	**94**	**136**	**66**	**60**	**86**	**39**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L TT R	SOUTH BOUND L T T R	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	67	67	67	67	0.042 *	0.042 *	0.042 *	0.042 *
NBT	2	3200	552	579	634	661	0.173	0.181	0.198	0.207
NBR *(a)*	1	1600	63	63	66	66	0.039	0.039	0.041	0.041
SBL	1	1600	44	44	55	55	0.028	0.028	0.034	0.034
SBT	2	3200	697	713	765	781	0.218 *	0.223 *	0.239 *	0.244 *
SBR *(b)*	1	1600	58	60	61	64	0.036	0.038	0.038	0.040
EBL	1	1600	92	97	94	99	0.058	0.061	0.059	0.062
EBT	2	3200	135	135	136	136	0.063 *	0.063 *	0.063 *	0.063 *
EBR *(c)*	0	0	66	66	66	66	-	-	-	-
WBL	1	1600	52	52	60	60	0.033 *	0.033 *	0.038 *	0.038 *
WBT	2	3200	84	84	86	86	0.034	0.034	0.039	0.039
WBR *(d)*	0	0	24	24	39	39	-	-	-	-
						LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.456**	**0.461**	**0.482**	**0.487**
						SCENARIO LEVEL OF SERVICE:	**A**	**A**	**A**	**A**

NOTES:

RTOR: (a) 20%
(b) 10%
(c) 0%
(d) 0%

Printed: 03/27/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 06_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***BROADWAY***

E/W STREET: ***COOK STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**125**	**913**	**57**	**74**	**765**	**100**	**142**	**198**	**99**	**140**	**256**	**111**
(B)	PROJECT-ADDED:	**0**	**73**	**0**	**0**	**73**	**13**	**13**	**0**	**0**	**0**	**0**	**0**
(C)	CUMULATIVE:	**125**	**995**	**64**	**85**	**858**	**103**	**145**	**200**	**99**	**145**	**257**	**126**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L TT R	SOUTH BOUND L T T R	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	125	125	125	125	0.078	0.078	0.078	0.078
NBT	2	3200	913	986	995	1068	0.285 *	0.308 *	0.311 *	0.334 *
NBR *(a)*	1	1600	40	40	45	45	0.025	0.025	0.028	0.028
SBL	1	1600	74	74	85	85	0.046 *	0.046 *	0.053 *	0.053 *
SBT	2	3200	765	838	858	931	0.239	0.262	0.268	0.291
SBR *(b)*	1	1600	70	79	72	81	0.044	0.049	0.045	0.051
EBL	1	1600	142	155	145	158	0.089 *	0.097 *	0.091 *	0.099 *
EBT	2	3200	198	198	200	200	0.093	0.093	0.093	0.093
EBR *(c)*	0	0	99	99	99	99	-	-	-	-
WBL	1	1600	140	140	145	145	0.088	0.088	0.091	0.091
WBT	2	3200	256	256	257	257	0.115 *	0.115 *	0.120 *	0.120 *
WBR *(d)*	0	0	111	111	126	126	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.635**	**0.666**	**0.675**	**0.706**
					SCENARIO LEVEL OF SERVICE:		**B**	**B**	**B**	**C**

NOTES:

RTOR: (a) 30%
(b) 30%
(c) 0%
(d) 0%

Printed: 03/27/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 07_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***MILLER STREET***

E/W STREET: ***COOK STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**77**	**298**	**24**	**8**	**341**	**97**	**82**	**51**	**76**	**49**	**62**	**12**
(B)	PROJECT-ADDED:	**0**	**10**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
(C)	CUMULATIVE:	**84**	**321**	**24**	**10**	**357**	**103**	**94**	**55**	**84**	**49**	**64**	**12**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T R	EAST BOUND L T R	WEST BOUND LTR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	77	77	84	84	0.048 *	0.048 *	0.053 *	0.053 *
NBT		2	3200	298	308	321	331	0.101	0.104	0.108	0.111
NBR	*(a)*	0	0	24	24	24	24	-	-	-	-
SBL		1	1600	8	9	10	11	0.005	0.006	0.006	0.007
SBT		1	1600	341	347	357	363	0.213 *	0.217 *	0.223 *	0.227 *
SBR	*(b)*	1	1600	87	87	93	93	0.054	0.054	0.058	0.058
EBL		1	1600	82	82	94	94	0.051 *	0.051 *	0.059 *	0.059 *
EBT		1	1600	51	51	55	55	0.032	0.032	0.034	0.034
EBR	*(c)*	1	1600	68	68	76	76	0.043	0.043	0.048	0.048
WBL		0	0	49	49	49	49	-	-	-	-
WBT		1	1600	62	62	64	64	0.074 *	0.076 *	0.076 *	0.078 *
WBR	*(d)*	0	0	8	11	8	11	-	-	-	-
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.486**	**0.492**	**0.511**	**0.517**
						SCENARIO LEVEL OF SERVICE:		**A**	**A**	**A**	**A**

NOTES:

RTOR: *(a) 0%*
(b) 10%
(c) 10%
(d) 0%

Printed: 03/27/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 07_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***MILLER STREET***

E/W STREET: ***COOK STREET***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A)	EXISTING:	**170**	**486**	**22**	**19**	**422**	**149**	**173**	**67**	**179**	**28**	**141**	**8**
(B)	PROJECT-ADDED:	**0**	**25**	**0**	**7**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
(C)	CUMULATIVE:	**181**	**504**	**22**	**21**	**449**	**159**	**180**	**68**	**182**	**28**	**145**	**8**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T R	EAST BOUND L T R	WEST BOUND LTR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL		1	1600	170	170	181	181	0.106 *	0.106 *	0.113 *	0.113 *
NBT		2	3200	486	511	504	529	0.159	0.167	0.164	0.172
NBR	*(a)*	0	0	22	22	22	22	-	-	-	-
SBL		1	1600	19	26	21	28	0.012	0.016	0.013	0.018
SBT		1	1600	422	447	449	474	0.264 *	0.279 *	0.281 *	0.296 *
SBR	*(b)*	1	1600	104	104	111	111	0.065	0.065	0.069	0.069
EBL		1	1600	173	173	180	180	0.108 *	0.108 *	0.113 *	0.113 *
EBT		1	1600	67	67	68	68	0.042	0.042	0.043	0.043
EBR	*(c)*	1	1600	125	125	127	127	0.078	0.078	0.079	0.079
WBL		0	0	28	28	28	28	-	-	-	-
WBT		1	1600	141	141	145	145	0.111 *	0.116 *	0.113 *	0.118 *
WBR	*(d)*	0	0	8	16	8	16	-	-	-	-
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.689**	**0.709**	**0.720**	**0.740**
						SCENARIO LEVEL OF SERVICE:		**B**	**C**	**C**	**C**

NOTES:

RTOR: *(a) 0%*
(b) 30%
(c) 30%
(d) 0%

Printed: 03/27/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA MARIA, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL THE ADOPTION OF OBJECTIVE RESIDENTIAL DESIGN STANDARDS

WHEREAS, the City of Santa Maria is a California municipal corporation and charter City (City); and

WHEREAS, the development of residential and residential mixed-use projects in the City of Santa Maria is regulated by a variety of documents including the General Plan, Zoning Ordinance, Specific Plans, and other topic-specific documents and plans such as, but not limited to, the City standard specifications and standard drawings, and the Active Transportation Plan; and

WHEREAS, on October 9, 2019, the Governor of California signed into law Senate Bill 330 (SB 330), also referred to as the Housing Crisis Act of 2019, which prohibits the City, when processing a residential or residential mixed-use project, from "Imposing or enforcing design standards established on or after January 1, 2020, that are not objective design standards;" and

WHEREAS, SB 330 and additional State legislation, including but not limited to Senate Bill (SB) 35 and Assembly Bill (AB) 2162, declare housing a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities. Much of the recent State legislation regarding housing includes provisions that serve to restrict or prohibit the City's discretionary review of certain types of residential projects, which the State deems as qualified for streamlined, or subject only to the City's ministerial review; and

WHEREAS, SB 330 defines an objective design standard as a standard that involves: "No personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal of an application." [SB 330, Section 66300(a)(7)]; and

WHEREAS, the City seeks to adopt Objective Residential Design Standards that are reflective of the City of Santa Maria, contain concise and quantifiable language that set design expectations, and foster consistent interpretation by applicants, reviewers, the City Planning Commission and the City Council, while allowing creativity in residential project design; and

WHEREAS, the Objective Residential Design Standards align with the following City objectives:

- Enable streamlined review and approval of housing, in accordance with State law.
- Ensure that buildings are appropriate to their surroundings and environment.

- Encourage a pedestrian-oriented environment.
- Emphasize high-quality, human-scaled building design and architectural elements.
- Promote thoughtful, context-sensitive residential site design.
- Maintain the livability of residential developments and enhance the character of the community; and

WHEREAS, Objective Residential Design Standards apply to residential projects which qualify for ministerial or streamlined processing per State mandate, residential development permitted 'by right' by zoning district, and residential projects subject to discretionary approval under the Santa Maria Municipal Code; and

WHEREAS, the City has held extensive public outreach in the development of the Objective Residential Design Standards including:

- Maintaining and updating a City Objective Residential Design Standards Webpage
- A Community Visual Preference Survey conducted in May 2023 for better understanding of community priorities and concerns
- Producing multiple drafts of the Objective Residential Design Standards for Public review:
    - First Draft – April 2024
    - Second Draft – November 2024
    - Third Draft – January 2025
- Holding two City Hosted Office Hours sessions for public questions and comments in May 2024
- Holding Planning Commission Study Sessions:
    - December 5, 2024
    - January 16, 2025
    - March 19, 2025
- Multiple meetings and working sessions with local housing developers; and

WHEREAS, the engagement of the public in the development of these Objective Residential Design Standards, and the adoption of the document as recommended is consistent with and satisfies the General Plan Housing Element Program 3.B; and

WHEREAS, the Planning Commission of the City of Santa Maria held a regularly scheduled public hearing on April 2, 2025, for the purpose of considering Objective Residential Design Standards; and

WHEREAS, notices of said public hearing were made at the time and in the manner required by law; and

WHEREAS, at the public hearing, the Planning Commission heard and considered all evidence, including evidence presented in the staff report and all written and oral testimony; and

WHEREAS, this resolution has been reviewed for compliance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.), and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and the City's environmental procedures, and pursuant to CEQA Guidelines Section 15060(c)(2), the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment. Additionally or alternatively, this resolution is exempt from CEQA under CEQA Guidelines Section 15061(b)(3) as it can be seen with certainty that there is no possibility the activity in question may have a significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Santa Maria, that:

Section 1. The above recitals are true and correct and incorporated herein by reference.

Section 2. The Planning Commission recommends to the City Council that the City Council adopt the Objective Residential Design Standards as shown on Attachment A, of the Planning Commission staff report dated April 2, 2025, incorporated by reference.

Section 3. The records of these proceedings are located in the Planning Division of the City of Santa Maria, 110 South Pine Street #101, Santa Maria, California 93458.

Section 4. The Assistant Secretary of the Planning Commission is hereby authorized to make minor changes herein to address clerical errors, so long as substantial conformance to the intent of this document is maintained. In doing so, the Assistant Secretary of the Planning Commission shall consult with the City Manager and the City Attorney concerning any changes deemed necessary.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Santa Maria, held this 2nd day of April, 2025, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

_____
ROBERT DICKERSON, CHAIR
Planning Commission

ATTEST:

_____
DANA EADY, SECRETARY
Planning Commission

City of Santa Maria

Objective Design Standards

April 2025

Table of Contents

1. Introduction

1.1 Purpose

The development of residential and mixed-use projects in the City of Santa Maria is regulated by a variety of documents including the General Plan, Zoning Ordinance, Specific Plans, and other topic-specific ordinances. Following the passage of California State Senate Bill 330 (*SB 330*), the City of Santa Maria may only apply adopted objective design standards in reviewing housing development projects, to ensure high-quality design and facilitate the efficient delivery of new residential units.

Senate Bill 330 defines objective design standards as any standard that: "*[Involves] no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal of an application.*" (SB 330, Section 66300(a)(7)). These standards contain concise and quantifiable language that are designed for consistent interpretation by applicants, reviewers, and approval bodies alike.

The intent of these Objective Design Standards is to allow flexibility and creativity in design while providing a clear set of standards and expectations for qualifying streamlined and 'use by right' single-family (two or more units and/or lots), multi-family residential, and residential mixed-use projects that align with the following City objectives:

- Enable streamlined review and approval of housing, in accordance with State law.
- Ensure that buildings are appropriate to their surroundings and environment.
- Encourage a pedestrian-oriented environment.
- Emphasize high-quality, human-scaled building design and architectural elements.
- Promote thoughtful, context-sensitive site design.
- Maintain the livability of residential developments and enhance the character of the community.

Additionally, applicants are allowed and encouraged to provide higher-quality design elements if they are compliant with the baseline standards in this document.

The Community Development Department and its staff will use these Objective Design Standards to provide consistent reviews of proposed residential and mixed-use development projects and are committed to engaging in a collaborative review process with applicants. Changes in planning and design practices may arise in the future and result in the need to modify the design principles. The Community Development Director will re-evaluate the Objective Design Standards periodically, with input from members of the community, and may recommend modifications for consideration by the decision makers.

1.2 Organization of the Objective Design Standards

The Objective Design Standards are organized into three sections based on building type:

- Single-Family and Multi-plex,
- Garden Style Walk-ups and Rowhouses, and
- Apartments[1] and Residential Mixed-use Buildings.

[1] The term 'Apartment' as used in this document may refer to rental units or individually owned units.

Each section includes all the applicable objective design standards for that building type organized into the following subsections:

- **Site Design**: Sets the standards for connectivity, building orientation, parking location and design, landscaping, and lighting.
- **Building Exterior Design**: Provides specific standards for massing and façade design, entries, and open spaces.
- **Design Details**: Provides standards for the quality of materials and design details for doors, windows, and ground floor facades.

1.3 Applicability

The Objective Design Standards shall apply to all residential development projects, including those that qualify for streamlined, ministerial processing per State mandate, residential development permitted 'by right' a zoning district, and residential projects subject to discretionary approval under the Santa Maria Municipal Code. These include single-family developments (with two or more units and/or lots), multi-family developments, and residential mixed-use projects.

The Objective Design Standards shall not apply to projects that have received entitlements before the adoption date of these Objective Design Standards. Future applications for new specific plans may establish objective design standards unique to that site-specific area, which if adopted, will serve in lieu of the standards contained within this Objective Design Standards document.

For discretionary projects and those State qualified projects that choose to seek discretionary approval, the project's consistency with the objective standards does not preclude the City from applying other discretionary conditions, nor shall it divest the City of its final decision-making authority on the project.

The Objective Design Standards apply only to the design of private development, not the public right-of-way. Discretionary terms/guidelines are included in this document to convey intent and encourage design elements important to the community.

1.4 Interpretations

The following section provides direction on interpreting terms included within this document:

A. **Mandatory Terms.** Standards are written using mandatory terms. The words "shall," "will," and "must" are mandatory, establishing a duty or obligation to comply with the specific Standard.

B. **Discretionary Terms.** Guidelines are written with permissive terms. The words "may," and "should" are permissive. Projects should strive to meet the guidelines but are not strictly required to (e.g., "Existing trees should be preserved to the extent feasible.").

The Community Development Director may consider and render decisions on the interpretation of these standards as deemed necessary in connection with the efficient application of these Objective Design Standards.

1.5 Relationship with Other Documents

Residential development within Santa Maria is subject to additional regulations other than the standards detailed in this document. Because development projects are unique by use, character, needs and geographic location, no single document or process can address all aspects of project design. Please refer to these other City documents including, but not limited to, the General Plan, Santa Maria Municipal Code,

standard specifications and standard drawings, the Active Transportation Plan, and others for additional information and standards that may apply to specific or unique development contexts.

All development must comply with the City of Santa Maria's Zoning Ordinance (Title 12) regulations including the development standards corresponding to the project's site zoning designation. In addition, residential subdivisions must continue to comply with the city's Subdivision Design Standards presented in Title 11 of the City of Santa Maria Municipal Code. However, where a conflict exists between an objective design standard in this document and an objective design standard contained in the Zoning Ordinance (Title 12), the Objective Design Standard shall prevail.

Specific Plans will prevail over the Objective Design Standards. However, if a Specific Plan is silent on a standard, or the standard is not objective, the Objective Design Standards shall apply.

1.6 Discretionary Review Path

All applicable projects are expected to comply with the City's Objective Design Standards. Should a project which may have qualified for 'streamlined' or other ministerial processing (as established by State law) not adhere to the City's Objective Design Standards, that project shall then be subject to the Discretionary Review Path and process established in *SMMC Title 12- Zoning, Section 12-35 Use and Planned Development Permits*.

2. Single-Family Residential and Multi-plexes

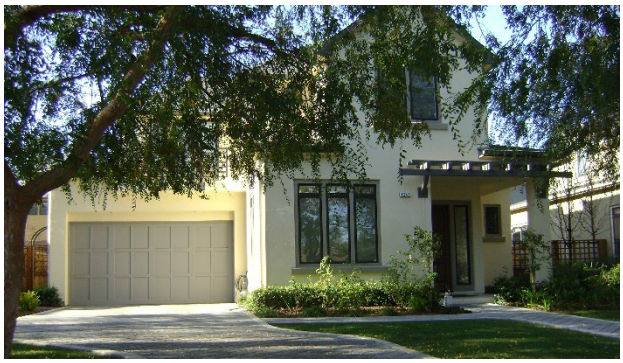
Single-Family

Single-family homes with or without ADU(s), or SB-9 units as allowed by state law.

Typical Zoning Districts:

R-1; R-2; PD; Master Planned/Specific Plan area

EXAMPLES OF SINGLE-FAMILY RESIDENCES



Multi-Plex

A single house-form building with more than one unit. Includes duplexes, triplexes, quadplexes, and multiplexes.

Multiplexes are located on lot sizes not exceeding 100 feet by 150 feet, with a maximum building frontage of 60 feet.

Multiplexes are typically 2-3 stories in height.

Typical Zoning Districts:

R-2; PD; Master Planned/Specific Plan areas.

EXAMPLES OF MULTIPLEX PROJECTS

2.1 Site Design

2.1.1 Pedestrian Site Access and Connectivity

Intent:

- *Ensure pedestrian connectivity to create a walkable environment.*

2.1.1.1 Access Types

A. Pedestrian Pathways

1. All projects with multiple lots and/or multiple units shall provide a pedestrian network of pathways, a minimum of five feet wide, connecting each individual unit entry and/or common entry to each on-site common area, parking area, recreational amenity, and centralized trash enclosure(s) (if provided), and to the public sidewalk and other planned or existing pedestrian routes and/or trails which abut the development site.
2. Individual Single Family Lots shall be provided with a pedestrian path leading from the unit entry to the adjacent community sidewalk.

2.1.2 Building Orientation and Character

Intent:

- *Orient buildings towards streets, open spaces, and pathways to create an inviting neighborhood ambiance and ensure visibility and active engagement ("eyes on the street").*
- *Establish desirable transitions between public sidewalks and developments while ensuring a heightened sense of safety.*

2.1.2.1 Building Orientation

A. Buildings located along public streets shall orient primary frontages and building entrances facing the street. Buildings located at the corner of public and private streets may have primary entrances facing private streets. Single-family lots abutting or adjacent to primary and secondary arterial streets or that require sound walls between the home and the street are exempt.

2.1.3 Parking Location and Design

Intent:

- *Ensure that living spaces are more prominent façade elements than garages and parking areas.*

2.1.3.1 Parking Design

A. Individual garages (attached or detached) for single-family and multiplex buildings shall follow the following standards:

1. For new detached single-family homes, front loaded garages or carports shall be set back a minimum of 5 feet behind the front façade (Figure 2).
2. Garage doors or carports that face the street shall not occupy more than 60% of the width of any street-facing building façade for new detached single-family homes (Figure 3).
3. Only one driveway curb cut shall be permitted for lots which have a street front width of 65 feet or less.

Figure 1. LOCATE GARAGES BEHIND LIVING SPACES

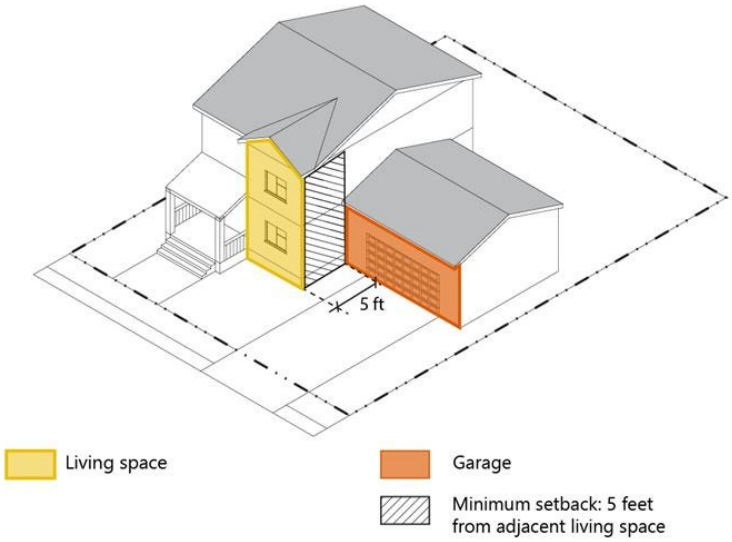
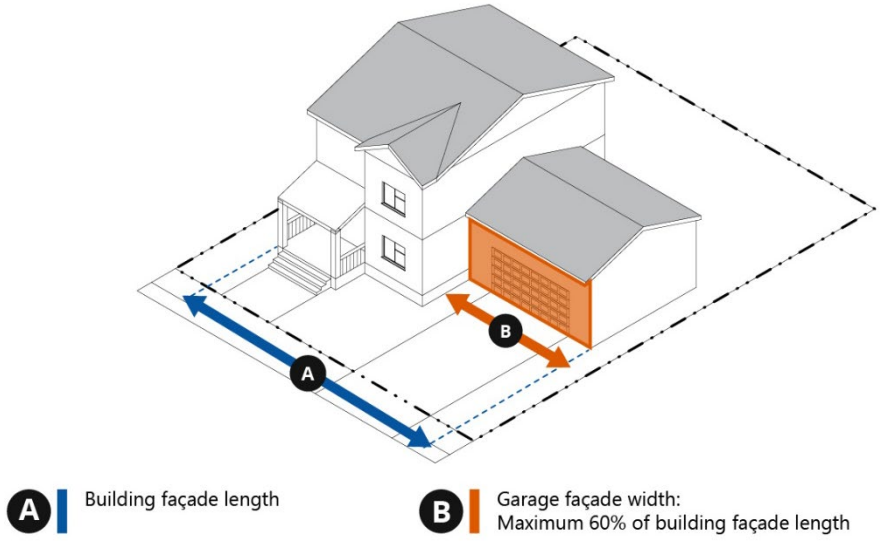


Figure 2. GARAGE FRONTAGES



2.2 Building Exterior Design

Intent:

- *Promote high-quality design.*
- *Encourage diversity in architectural façade design.*
- *Create cohesive and well-crafted building facades with attention to detail.*
- *Minimize garage-dominated frontages facing streets.*
- *Enhance visual appeal for pedestrians by incorporating elements that capture their interest.*

2.2.1 Front Façade Design

Buildings shall have the following:

A. Modulation. Residential units shall employ at least two of the following building modulation strategies (implement at least 2):

1. Varied roof forms, including but not limited to changes in roof height of at least four feet, offsets, change in direction of roof slope, dormers, parapets, etc.
2. Use of balconies, front porches, overhangs, or covered patios.
3. Projections, offsets, and/or recesses of the building wall at least 2 feet in depth, such as bay windows.

Varied roof form and covered front porch.

B. Articulation. All building elevations that face a street or a shared driveway shall employ varied facade articulation of wall surfaces. Facades shall incorporate at least 3 of the following features, consistent with the design style, which provide articulation and design interest:

1. Variation in texture or material, provided all exterior wall textures and materials are consistent with the overall architectural style of the dwelling.
2. Building base (typically bottom 3 feet) that is faced with a stone or brick material or is delineated with a channel or projection.

3. Railings with a design pattern and materials such as wood, metal, or stone which reinforces the architectural style of the building.
4. Decorative trim elements that add detail and articulation, such as door surrounds with at least a 2-inch depth, decorative eave detailing, belt courses, etc.
5. Decorative window elements such as lintels, shutters, window boxes, etc.
6. Roof overhangs at least 18 inches deep.

C. Windows. All residential doors and windows shall meet the following standards:

1. Doors and windows shall make up a minimum of 15% of the front façade wall area.
2. Windows shall be recessed a minimum of 2 inches to provide a "punched" recessed character, or window trim shall be a minimum of 2 inches in width and depth. (Figure 3)
3. Windows that are flat or "flush" with the facade are prohibited unless applied to a portion of a building that is part of a recessed facade modulation with a minimum 4 inches in depth (Figure 4).

Figure 3. Window Design

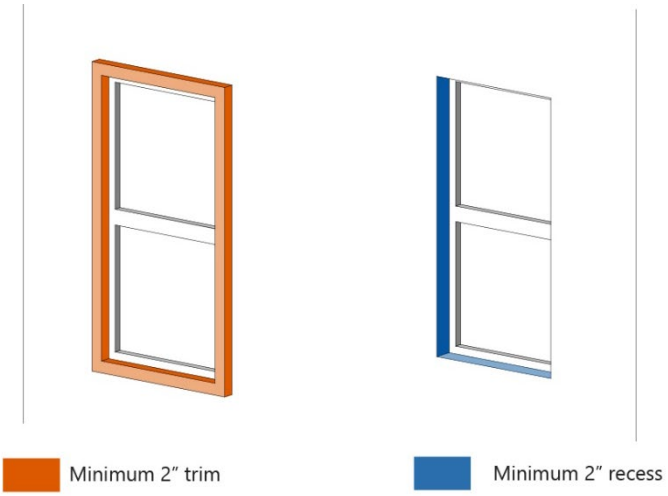
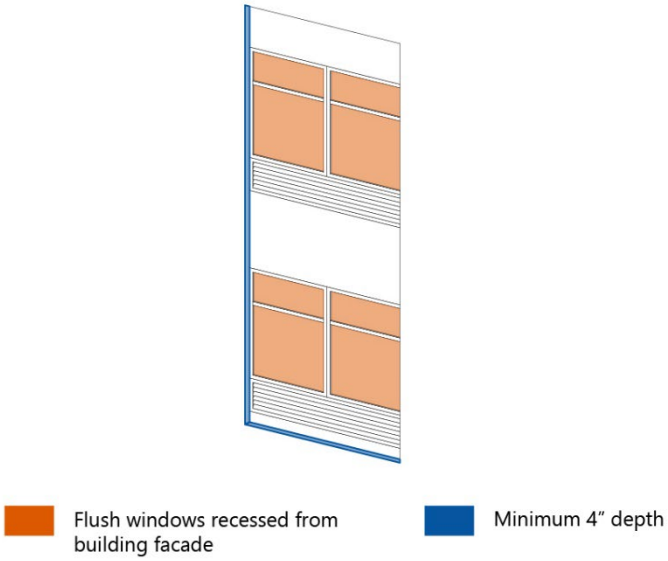


Figure 4. Windows in Recessed Façade Modulations



2.2.2 Entry Design

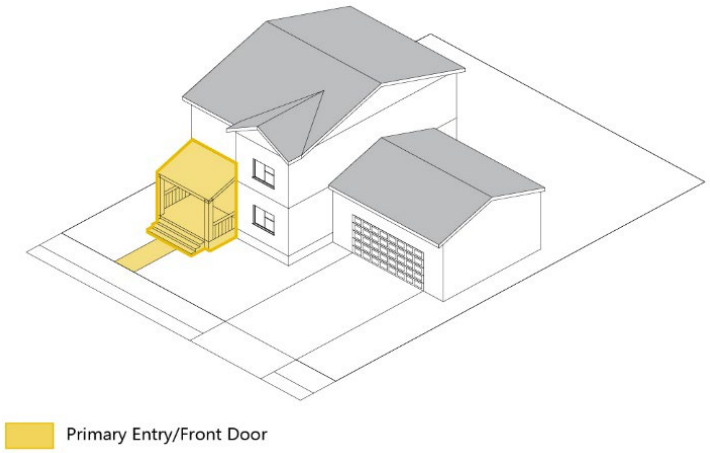
A. Visibility. The primary entry/front door shall be located on the front façade, oriented to the street (Figure 5).

B. Connectivity. A pedestrian pathway leading from the sidewalk to the primary entries/front doors shall be provided. When the path and driveway are parallel, they shall be separated by a minimum 5-foot landscaped strip. An additional path from the driveway to the entry may be included when compliance with front yard paving limitations is achieved.

C. Weather protection. The primary entry/front door shall include weather protection.

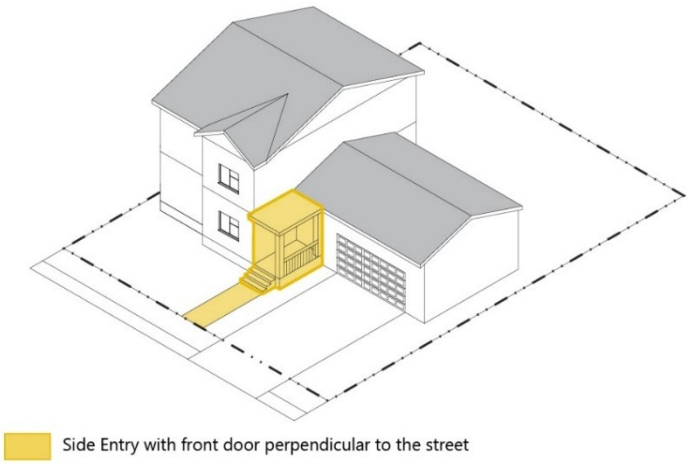
1. Weather protection shall be a minimum of 5 feet wide and a minimum of 30 square feet.
2. Weather protection shall be a building recess, roof projection, covered porch, or a combination of these methods. Weather protection projections shall be unique roof element from the primary roof overhang.
3. Canvas, vinyl, and plastic awnings are prohibited.

Figure 5. Primary Entry/Front Door



D. Side Entries. When primary entrances/front door are not located on the front façade, the side entry design shall provide a main entrance defined by a covered entrance porch of at least 30 square feet and a minimum depth of 5 feet. Side entries shall be closer to the front property line than a garage façade and connected to the sidewalk with a direct pedestrian path separate from the driveway and having a maximum width of 5 feet (Figure 6).

Figure 6. Side Entry Design



2.2.3 Architectural Variability for Subdivisions

A. Façade Designs. For all developments involving four or more contiguous lots, there shall be multiple "distinctly different" front facade designs. Façade designs may be of the same or different architectural styles.

1. Mirror images, reverse elevations, or alternating color palettes of the same configuration do not meet the intent of "distinctly different."
2. "Distinctly different" shall mean that a building's elevation must differ from other building elevations in all the following:
   a. Roof Form. A variation in roof type, variation in location of roof forms.
   b. Building Entry/Porches/Patios/Balconies. A variation in location, dimensions, or type of entry (Front Entry, Porch Entry, Side Entry, Entry through patio).
   c. Massing Projections. Variation in type, size, and/or depth of massing projection.
   d. Articulation. Variation in design pattern, material, dimension, or shape of railings, decorative trim, and decorative window elements.

   The number of required different front facade designs and spacing between units with matching facades shall be according to the standards outlined in Table 1.

B. Exterior Color Palettes. For all developments involving four or more contiguous lots, one distinct exterior color palette per a minimum of every four units shall be provided.

C. Side Facades. Side-facing facades shall be designed such that windows do not directly face into the windows of the neighboring building. Balconies shall be oriented to the front or rear of a building and are not permitted on side facades facing adjacent properties unless that façade is a minimum of 20 feet away from the shared property line.

Table 1. Minimum Number of Façade Designs

Total number of Dwelling Units	Minimum Number of Facade Designs	Minimum Number of Lots between Matching Façades
4 – 6	2	1
7 – 12	3	1
13 – 20	4	3
21 – 30	5	4
31 – 40	6	4
41 – 60	7	5
>60	8	5

2.2.4 Common Open Space for Multi-plex Projects

A. A minimum of one common open space shall be located on each Multi-plex lot.

1. Common open space shall have a minimum dimension of 20 feet by 15 feet, located outside of the required setbacks.
2. Common open spaces are private, for use only by residents and their visitors.

B. Common open spaces may include courtyards, gardens, play areas, outdoor dining areas, and recreational amenities.

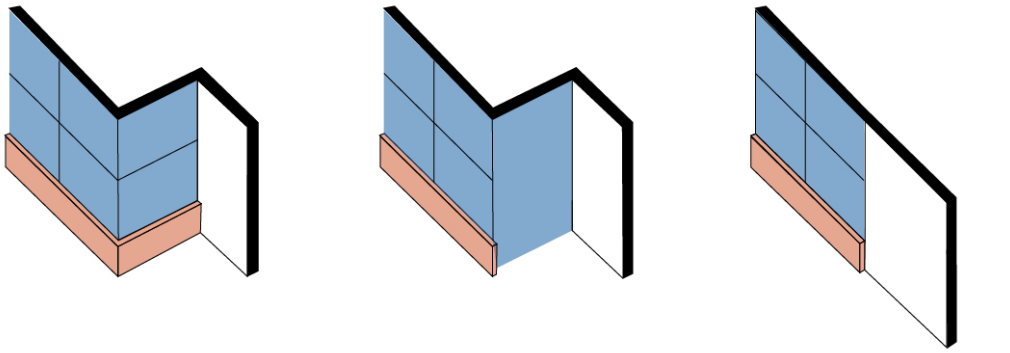
2.3 Design Details

Intent:

- *Encourage the use of high-quality, durable exterior materials and colors that create visual interest and are compatible with nearby structures.*
- *Achieve harmony and continuity of design by ensuring that exterior building design and details on all elevations are coordinated regarding color, types of materials, number of materials, architectural form, and detailing.*

1. **Variation in Materials.** At least two materials, excluding glazing, roofing materials, and railings, shall be used on any facade.
    a. **Exterior wall materials**. Exterior wall materials shall be either wood, stone, concrete, fiber cement, brick, burnished block, or stucco. Additionally, engineered wood units and manufactured stone products designed to resemble real wood or stone are permitted (see #3 below).
    b. **Secondary materials.** Secondary exterior wall materials (accent materials) shall be required on all structures and shall be visible on a minimum of 15 percent, but not more than a maximum of 30 percent, of any one elevation of a structure's façade.
    c. **Use of metal**. Metal material siding (metal panels, Corten steel panel, etc.) if used, shall only be used as a secondary material and shall not cover more than 20 percent of the surface area of any one elevation of a structure's façade.
2. **Material Changes at Corners.** A change in material shall occur offset of a minimum of 2 inches in depth between wall planes. If the break in wall plane is a building corner or angle, the materials shall continue around corners for a minimum distance of 4 feet. If feasible, the same material should continue to the next change in the wall plane. Vertical co-planar changes in material are prohibited (Figure 7).

Figure 7. Material Change at Corners



3. **Prohibited Siding Materials.** The use of plain or grooved plywood (e.g., T1-11), vinyl, plastic (and plastic laminate), polished reflective metal, and fiberglass is prohibited.

4. **Building Component Colors.** All vents, flashing, and electrical conduits shall be painted the same color as the adjacent surface. Gutters and downspouts shall either be painted the same color as the adjacent surface or shall consist entirely of unpainted, decorative gutter material (e.g., copper).
5. **Roofing Materials.** Roofing material types shall be consistent with the architectural style of the structure. Asphalt shingles, if used, shall be high-definition 'dimensional' shingles which provide texture and shadow. Rolled roofing materials are prohibited on all roofs except on flat roofs surrounded by parapets on all sides.
6. **Residential Accessory Structures.** Decks, carports, and other accessory structures shall incorporate the same finishes, exterior colors, and materials as the main residential structure(s) within the development. Additionally, accessory structures shall reflect the main structure's architectural style and details through the inclusion of at least one of the main structure's exterior architectural forms or detailing elements.

3. Garden Style Walk-ups and Rowhouses

Garden Style Walk-up + Rowhouses

Projects with multiple two- and three-story buildings that may include stacked flats or rowhouses. Garden style walk-ups typically consist of multiple buildings with shared open spaces and surface parking and upper level units accessed from shared stairs or corridors. Rowhouses typically consist of multiple buildings with attached or detached single-family residents organized around shared open spaces with alley loaded parking. Parking typically includes surface parking, tuck-under parking, or a combination. Projects often include internal streets, pedestrian pathways, and shared open spaces.

Typical Zoning Districts: R-3

Examples of Garden Style Residential Projects

Examples of Row houses

3.1 Site Design

3.1.1 Pedestrian Site Access and Connectivity

Intent:

- *Enhance connectivity and walkability through the creation of a project pedestrian network.*
- *Create easily identifiable, safe, shaded, and pleasant pedestrian-oriented access to all buildings.*

3.1.1.1 Connectivity

A. Pedestrian Access.

1. A continuous sidewalk or pathway shall connect each building to shared open spaces or community facilities, forming the project's pedestrian network.
2. Each residential shared entry or individual ground floor unit entry shall be connected to the development's sidewalk/pathway network.
3. Each development's pedestrian network shall provide connections to the adjacent public sidewalk and to existing or planned bike-way network adjacent to the site.

3.1.1.2 Access Types

A. Internal Pedestrian Pathway

1. Pedestrian Pathways shall have a minimum of 5 feet wide paved walkway.

B. Internal Streets and Parking Areas

1. Sidewalks shall be required along street frontages and/or surface parking area frontages where the adjacent residential building provides common building entries and/or individual unit entries. Sidewalks shall be provided along any entry driveway, street, or surface parking area leading to internal pedestrian and vehicle circulation.
    a. Sidewalks shall include a minimum 5 feet wide throughway, free from any obstructions such as streetlights or other furnishings.

3.1.2 Building Orientation and Character

Intent:

- *Orient buildings towards streets, open spaces, and pathways to create an inviting neighborhood ambiance and ensure visibility and active engagement ("eyes on the street").*
- *Establish desirable transitions between public sidewalks and developments while ensuring a heightened sense of safety.*

3.1.2.1 Building Orientation

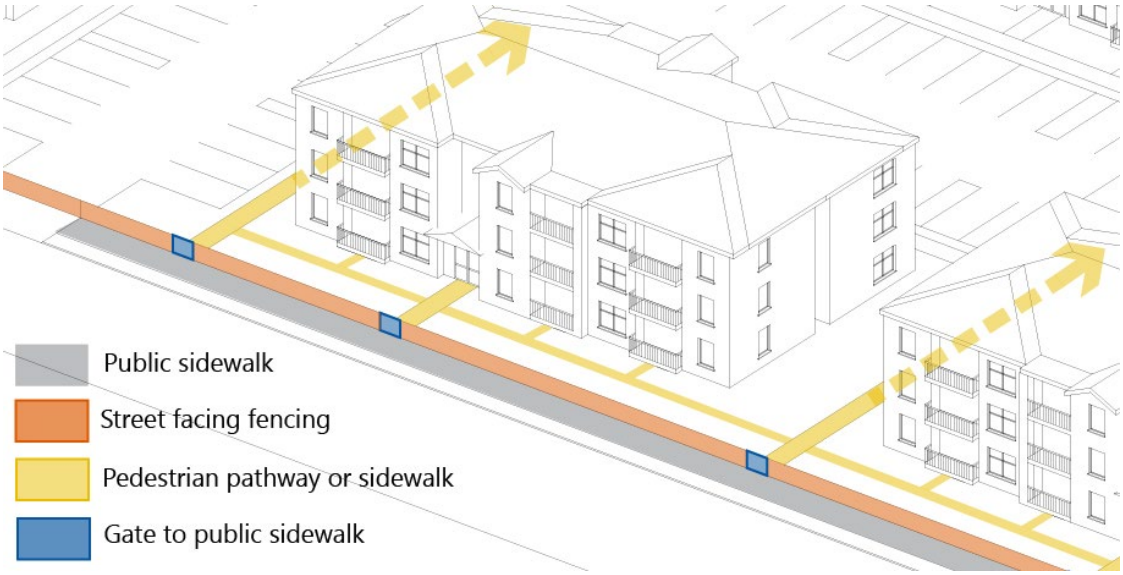
A. Buildings located along public streets shall orient primary frontages and building entrances to face the street. Secondary entrances may be located on private streets or open spaces. Buildings located at the corner of public and private streets may have primary entrances facing private streets.

3.1.2.2 Street Facing Fences and Walls

A. Street-facing fencing and walls where provided:

1. Front and other street-facing fencing and walls are prohibited for developments facing Main Street and Broadway.
2. For other locations, fencing shall be at least 50% transparent (i.e., wrought iron, etc.) and a maximum of 6 feet in height.
3. Front and other street-facing fencing, when provided, shall be setback from back of sidewalk a minimum of 3 feet to provide space for landscaping along the property line.
4. Front and other street-facing walls, or fencing that is less than 50% transparent, shall not exceed 3 feet in height.
5. Chain-link fence materials are prohibited.
6. Front and other street-facing fencing, when provided, shall have a gate to a public sidewalk located within 50 feet of each street-facing building entry and at each pedestrian pathway or sidewalk (Figure 8).

Figure 8. PEDESTRIAN CONNECTIONS TO PUBLIC SIDEWALKS



3.1.3 Parking

Intent:

- *Accommodate anticipated parking demand, while promoting a pedestrian-friendly environment through appropriate parking design and location.*
- *Reduce the visual impact of garages, carports, and parking areas by ensuring they do not dominate street frontages.*
- *Provide safe and convenient bike parking for tenants and guests.*

3.1.3.1 Parking Location

A. Off-street parking, off-street vehicle loading, and on-site vehicular circulation improvements are prohibited between the primary building frontage and the street. (Driveways and parking on a driveway serving a single or double garage of a single-family, duplex, or rowhouse unit are exempt)

3.1.3.2 Parking Design

A. **Surface Parking** shall meet the following standards:

1. Surface parking areas shall not extend across more than 50 percent or 65 feet (whichever is greater) of any street frontage of the project site. This requirement shall apply to each frontage, corner lot, or multi-frontage properties.
2. Where parking areas are within 15 feet of an adjacent public street right of way, the parking areas shall be screened from view from the adjacent street with a textured or patterned block wall with decorative wall cap, a landscape hedge, landscape berm or combination of the three to provide screening 3 foot high. If a wall is used, the wall shall be treated with a graffiti-resistant coating. Chain link or vinyl fencing shall not be permitted as screening for parking.
3. Uncovered common area parking areas shall meet parking area landscaping standards included under Santa Maria Municipal Code (*SMMC) Title 12- Zoning Chapter 12-44*.

B. **Carports** shall meet the following standards:

1. To create more pedestrian friendly internal streets and increase tree canopy, carports shall not be located directly adjacent to an on-site recreational open space amenity or positioned in such a way that does not permit for adequate width of landscape area for tree planting between two buildings on a site. Carports shall be located at the perimeter of residential buildings and away from shared open spaces and amenities.
2. Solar carports and carports with future solar conversion potential shall be positioned on the site so they are not shaded by the mature size and height of existing and proposed trees.

C. **Grouped Tuck-under Parking**, if proposed, shall meet the following standards:

1. Tuck-under parking shall be accessed from an alley, internal driveway, or internal surface parking lot.
2. When facing a street, the width of the tuck-under garage façade or parking frontage shall not exceed 60% of the length of the building façade.
3. Where the side of a garage space is facing a street, publicly accessible pathway or open space, the tuck-under garage facade or parking frontage shall be located a minimum of 5 feet behind the primary façade facing the public street, publicly accessible pathway, or open space (Figure 9). If the width of the garage façade is less than 40% of the building façade length, the recess may be reduced to a minimum of 2 feet from the primary building façade facing the public street, publicly accessible pathway, or open space (Figure 10).

Figure 9. TUCK-UNDER PARKING WIDTH BETWEEN 40% -60% OF BUILDING FACADE LENGTH

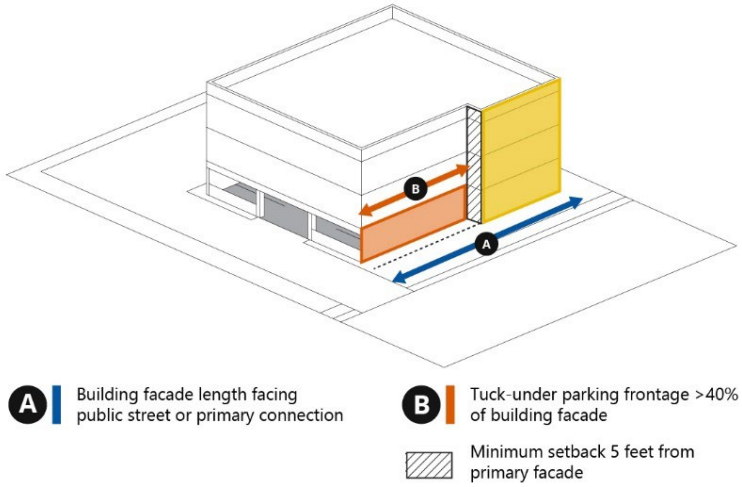
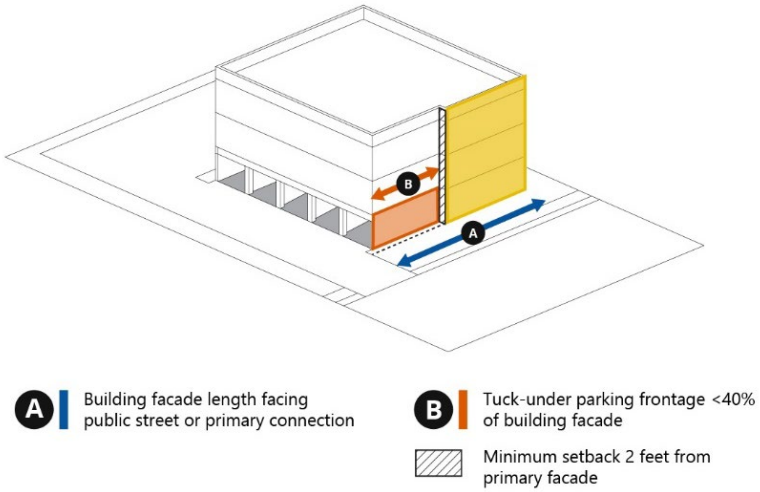


Figure 10. TUCK-UNDER PARKING WIDTH LESS THAN 40% OF BUILDING FACADE LENGTH



D. Individual Unit Tuck-under Parking shall meet the following standards:

1. Rowhouse garages shall be accessed from an alley, otherwise the garage façade width shall not exceed 70% of the length of the rowhouse frontage.
2. A two-car garage door shall not exceed 20 feet in width.
3. Garage doors shall be located a minimum of 2 feet from one another.

Location and design of rowhouse garage doors for tuck-under parking along alleys.

3.1.3.3 Bicycle Parking

A. For units with a private garage:

1. **Short-term (Guest) Bicycle Parking.** Short-term bicycle parking spaces shall be provided at a ratio of 0.05 bicycle parking spaces per bedroom (studio units counting as one bedroom), with a minimum of two spaces provided for the development.

B. For units without private garages:

1. **Short-term (Guest) Bicycle Parking.** Short-term bicycle parking space shall be provided at a ratio of 0.05 bicycle parking spaces per bedroom (studio units counting as one bedroom).
2. **Long-term (Resident) Bicycle Parking.** Long-term bicycle parking shall be provided at a ratio of 0.25 bicycle spaces per bedroom. (studio units counting as one bedroom).
   a. Long-term parking is for the use of tenants and can include bicycle lockers and/or secure parking areas.
   b. Secure parking areas may be an exterior area that is fenced and gated with overhead weather protection, or may be provided as interior rooms, where bicycles can be securely stored.
   c. The secure parking area shall include restricted access with a key or electronic access pad and shall include racks for individual bicycles.

C. Location. Short-term bicycle parking and exterior long-term secure parking areas shall be located adjacent to an internal pedestrian path and shall be illuminated.

3.1.4 Stormwater Improvements

A. Stormwater management catchment areas and basins shall be distributed throughout project sites to avoid developments with one single large and/or deep drainage area.

B. Stormwater management basins shall not be enclosed with a fence or wall. Decorative fencing matching that used in other portions of the project may be incorporated adjacent to basin retaining walls as necessary to meet safety standards.

C. Stormwater management basins shall not include retaining walls greater than 2 feet in height. If basins are required to be greater than 2 feet in depth, sides of the basin shall be stepped or sloped with planting. Planting should be selected to increase local habitat.

3.1.5 Lighting

Intent:

- *Design lighting on private property to improve the pedestrian experience, prioritize safety, and minimize light trespass on neighboring properties, while supporting "Dark Sky" initiatives.*

A. **Site Lighting.** All residential developments, except for single-family dwellings on individual lots, shall provide exterior site lighting throughout the common areas of the development site including adjacent to all pedestrian paths and amenity areas.

B. **Fixture Height.** Fixture mounting height shall be appropriate for the project and the setting, as follows:

1. **Projects abutting Single-Family Residential Homes or Zones**. Within 15 feet of an abutting single-family residential zone boundary, the maximum height of freestanding or wall mounted outdoor light fixtures shall be 12 feet.

2. **Pedestrian Areas**. The maximum height of light fixtures for pathways, private outdoor spaces, publicly accessible outdoor spaces, and other areas of high pedestrian activity is 16 feet.
3. **Site and Parking Lots**. The maximum height for freestanding outdoor light fixtures throughout the site, including in and around parking lots, is 20 feet.

B. Attachment. Lighting fixtures on buildings shall be attached only to walls or under eaves. The fixture placement shall not exceed the height of the parapet, roof, or eave of the roof. The height of the exterior wall-mounted lighting shall not exceed 16 feet from the adjacent finished ground elevation.

C. Light Trespass. All light fixtures shall be directed downward, oriented, and shielded to prevent light trespass or glare onto adjacent properties. All luminaires shall meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for "Cut Off" or "Full Cut Off" luminaires.

D. Carport Lighting. Carport light fixtures shall be recessed within the structure of the canopy and not extend below the fascia. Fixtures shall include integral shields and horizontal lens (full cut off) and shall be mounted to be perpendicular to the ground plane.

3.1.6 Utilities/Refuse Collection

Intent:

- *Ensure the strategic placement and accessibility of essential services, equipment, and infrastructure while minimizing any adverse visual impacts.*

3.1.6.1 Utilities + Mechanical Equipment

A. Location of Above-ground Utilities and Service Areas. All above-ground utility equipment (e.g., electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, etc.), and service areas shall be integrated into building and landscape design and located to minimize the impact on the pedestrian experience and neighboring properties by following the standards below (except as required by building and fire codes):

1. Utilities, equipment, and service areas shall be located inside of buildings (e.g., electrical rooms).
2. If not located internal to the building, utilities, equipment, and service areas shall be located on non-public street frontages, alleys, parking areas, and/or at the rear or side of buildings and shall be fully screened.
3. All service areas, utilities, and equipment not housed inside buildings shall meet the following screening standards:
    a. Screening shall be equal to or higher than the height of the equipment to be screened unless specified otherwise.
    b. Screening shall match the materials and style of the primary building.
    c. Landscape screening shall form a continuous opaque barrier at maturity.
4. All vents and electrical conduits shall be painted to match the color of the adjacent surface.

B. Mechanical Equipment (Wall-Mounted). Exterior wall-mounted mechanical units and vents for individual units on multi-story buildings shall be integrated into the design and rhythm of the building's exterior design by:

1. Aligning the mechanical units and vents vertically and horizontally on each façade.
2. All mechanical units and vents shall be painted to match the color of the adjacent surface.

C. Mechanical Equipment (Roof and Ground). All mechanical equipment on the roof or ground, including air conditioning or other HVAC equipment, vents, antennas, and ventilation stacks shall be screened from public view.

1. The screening shall match the materials and style of the primary building.
2. The screening shall be at least equal to the height of the equipment.

Screened mechanical equipment and vents painted the same color as the adjacent building facade.

3.1.6.2 Refuse Collection

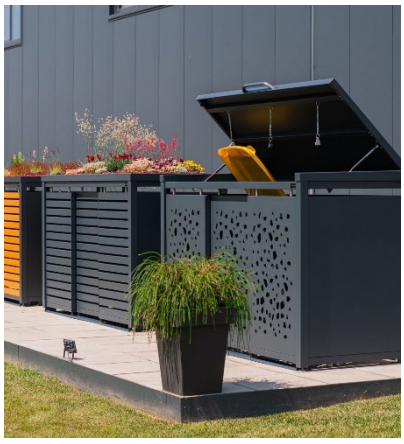
A. Building-Integrated Refuse Rooms. The exterior doors of refuse collection storage rooms internal to the building shall face internal drives or parking areas. If facing a public street, refuse container access doors shall not exceed 30 feet of building frontage. Refuse rooms shall match the building's architecture and materials. Refuse doors, when open or closed, shall not encroach on public right-of-way.

B. Location and Screening of Refuse Enclosures. Refuse collection areas shall be integrated into the site, building and landscape design and located to minimize impact on the pedestrian experience and neighboring properties by following the standards below:

1. Refuse collection areas shall be located inside buildings or inside of covered enclosures located along alleys or in parking areas.
2. Refuse collection areas are prohibited within the front yard or street side yard area.
3. Screening may include shrubs, clinging vines, and walls.

C. Exterior Refuse Enclosure Design. Solid waste enclosures and collection areas shall be constructed in conformance with City of Santa Maria standards and approved by the City, and meet the following standards.

1. **Access.** Separate pedestrian-gate access for residents, in addition to the primary collection gates, shall be provided.
2. Minimum Height. Enclosures shall be adequate in height to fully screen containers and materials.
3. **Design and Materials.** Refuse enclosures shall be constructed of a primary exterior finish material used on other portions of the building, or masonry, or decorative block, and may be accented with metal.
4. **Roofing.** A solid roof treatment, if provided, shall match the architecture and materials used on the primary



Refuse enclosure matches style and materials used on the primary buildings.

buildings on-site and shall be designed in a manner to prevent wind-blown trash from leaving the enclosure and rain from entering the enclosure.

5. **Gates.** Solid metal self-closing gates painted to match the enclosure are required. All gates shall be post-mounted. Gates shall be maintained in working order and shall remain closed except when in use.

3.1.6.3 Grouped Mailboxes

A. Mailbox(es) within individual multifamily buildings shall be located within shared lobbies. If a shared lobby is not provided, mailboxes shall be located adjacent to a primary pedestrian pathway.

Exterior structures for mailboxes shall be constructed of a primary exterior finish material used on other portions of the building, or masonry, or decorative block, and may be accented with metal. A solid roof treatment that matches the primary buildings on-site may be provided.

3.2 Building Exterior Design

Intent:

- *Promote high-quality design.*
- *Promote variation, depth, and change in façade planes to reduce the perceived mass of buildings.*
- *Create cohesive and well-crafted building facades with human-scaled details.*
- *Enhance visual appeal for pedestrians by incorporating elements that capture their interest.*

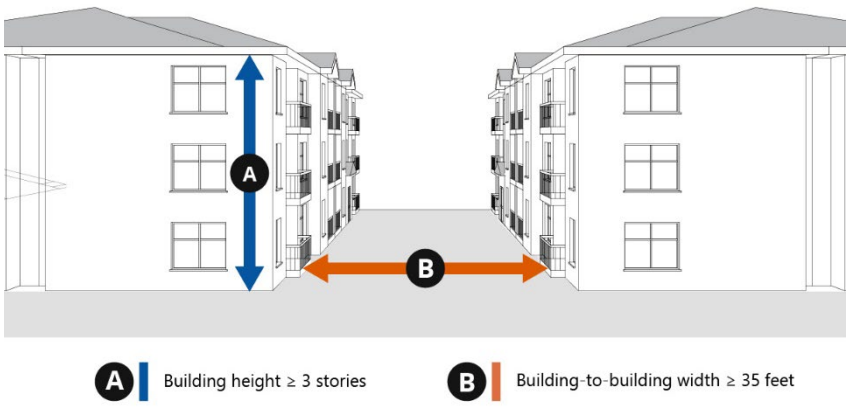
3.2.1 Front Façade Design

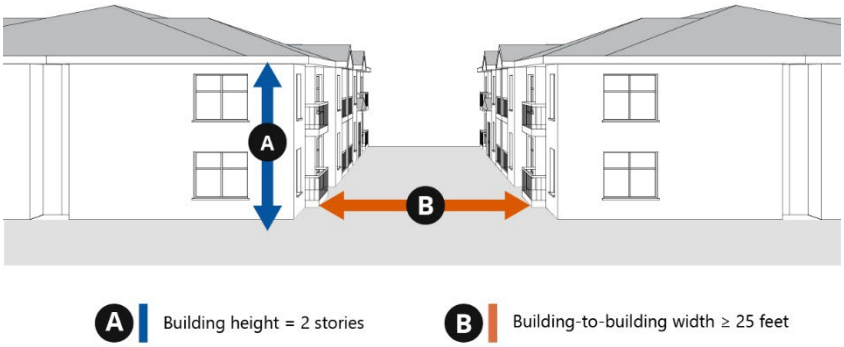
A. **Maximum Building Length.** Building length shall be no more than 250 feet for walk-up apartments or 200 feet for rowhouses.

B. **Building Separations.**

1. **Front/back façade:** Building-to-building separation shall be a minimum of 35 feet for 3-story buildings or taller and a minimum of 25 feet for 2-story buildings. Balconies may project up to 5 feet within the separation, however at no point the separation should be less than 20 feet (Figure 11).

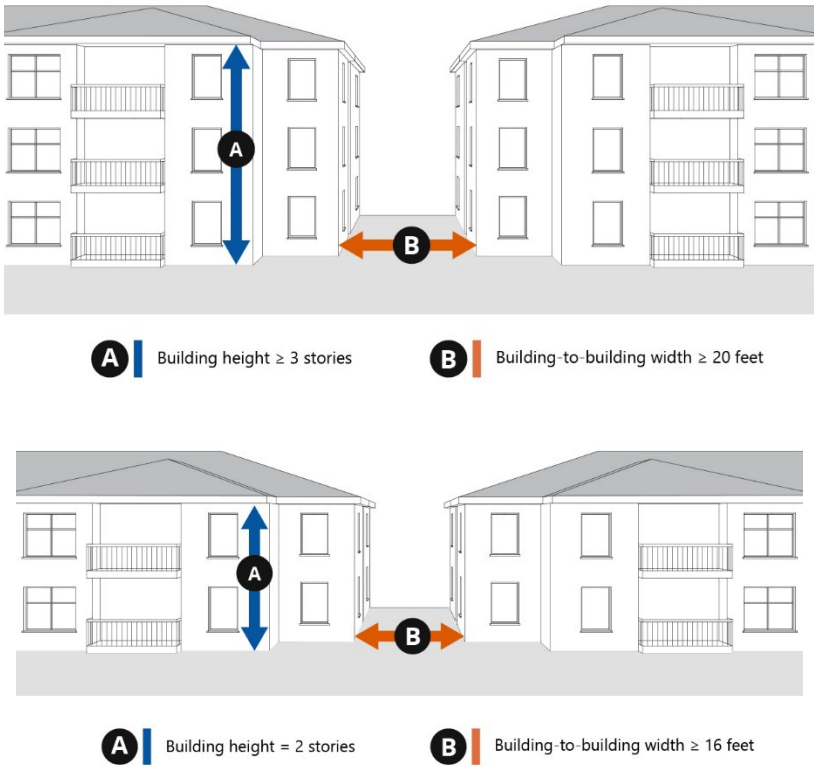
Figure 11. FRONT FACADE BUILDING-TO-BUILDING SEPARATION





2. **Side Facade:** Building-to-building separation shall be a minimum of 20 feet for 3-story or taller buildings and a minimum of 16 feet for 2-story buildings. Balconies may not project within the minimum building-to-building separation (Figure 12).

Figure 12. Side Façade Building-to-building Separation



C. Major Break. For façade lengths greater than 100 feet, buildings shall have at least one major break. Rowhouses are exempt from major break standards (Figure 13).

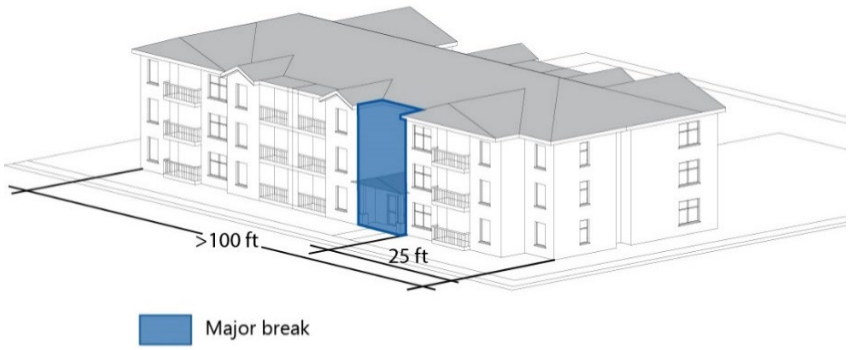
a. Major breaks shall have a minimum width of 16 feet and a minimum depth of 8 feet from the adjoining façade.

b. Major breaks shall extend from the ground through the roof plane. If the major break is co-located with a building entry, the building entry element may interrupt the major break

up to a maximum height of 15 feet and shall be a minimum 2 feet recessed or projected from the adjoining façade.

c. Major breaks shall be located a minimum of 25 feet from either facade edge.

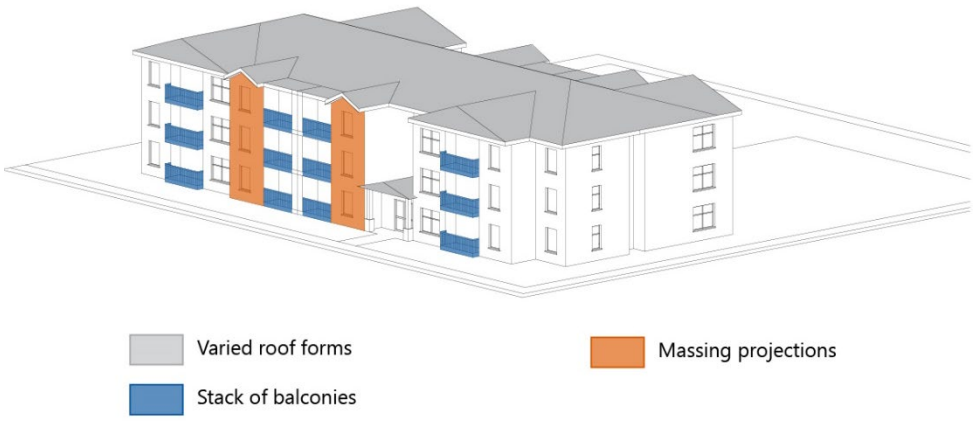
Figure 13. Major Break



D. Building Modulation. To create a residential rhythm and pattern to the building façades, building modulation shall reflect the size of a unit or pair of units. The following standards shall be met separately for each stack of units, pair of units or at least every 40 feet of façade length (Figure 14).

1. For facades facing the street, internal sidewalk/pathway, or open space, each façade segment shall include a minimum of two of the following:
   a. **Varied Roof Form.** At least two types of roof forms are required, and may be achieved through a change in height, a change in direction of roof slope, or a change in roof type.
   b. **Vertical Stack of Porches/Patios/Balconies**. A patio, porch or balcony shall have a minimum dimension of 6 feet in any direction and a minimum floor area of 40 square feet.
   c. **Massing Projections**. Offsets, recesses, bay windows, etc. with a minimum change in façade plane of 2 feet and minimum width of 8 feet are required. Changes in plane for porches/patios/balconies or entry ways shall not be double counted as a Massing Projection.

Figure 14. Building Modulation



E. Articulation. Buildings shall have the following:

1. Decorative Elements

a. Balcony railings with a design pattern and materials such as wood, metal, or stone which reinforces the architectural style of the building.

b. Decorative trim elements that add detail and articulation, such as door surrounds with at least a 2-inch depth, decorative eave detailing, belt courses, etc.

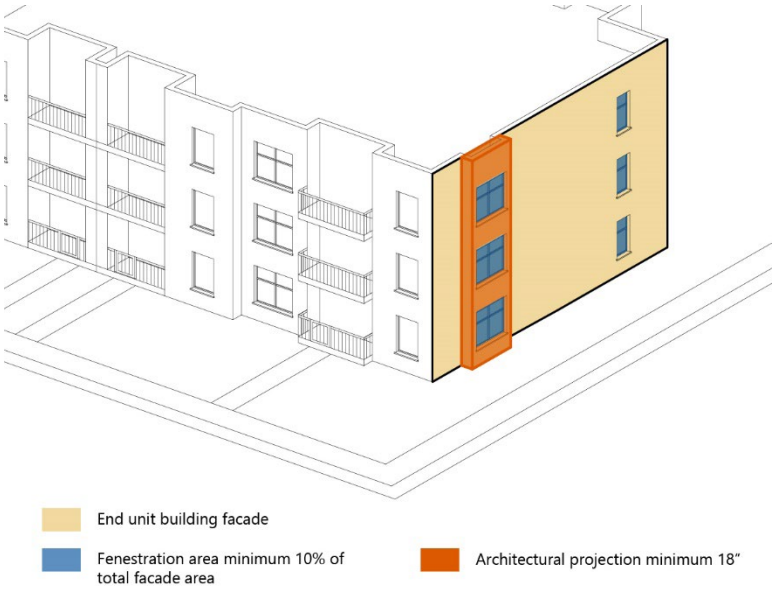
c. Decorative window elements such as, lintels, shutters, window boxes, etc.

2. **Roof Overhangs.** Roof overhangs, where provided, shall be at least 18 inches deep.

F. End Unit Building Facades. Any building with the primary frontage and building entry facing a street or pathway perpendicular to a public street right-of-way, private street, or publicly accessible pathway shall meet the following standards:

1. The End Unit building façade shall have a combined door or window area greater than 10% of the façade area.
2. The End Unit building façade facing a street shall have at least one architectural projection that projects a minimum of 18 inches from the street facing façade (example: bay windows) with a minimum width of 2 feet (Figure 15).

Figure 15. End Unit Building Facade



3.2.2 Entry Design

A. Shared Entries

1. Shared building entries shall be distinguished from the façade of the building with a massing projection or recess, with a minimum depth of 2 feet.
2. Shared entries shall include weather protection that is a minimum 8 feet wide and a minimum 5 feet deep by recessing the entry, providing an awning or canopy, or using a combination of these methods (not including primary roof overhang). Entries shall be constructed using exterior materials consistent with the building. Canvas, vinyl, and plastic awnings are prohibited.

B. Ground Floor Units

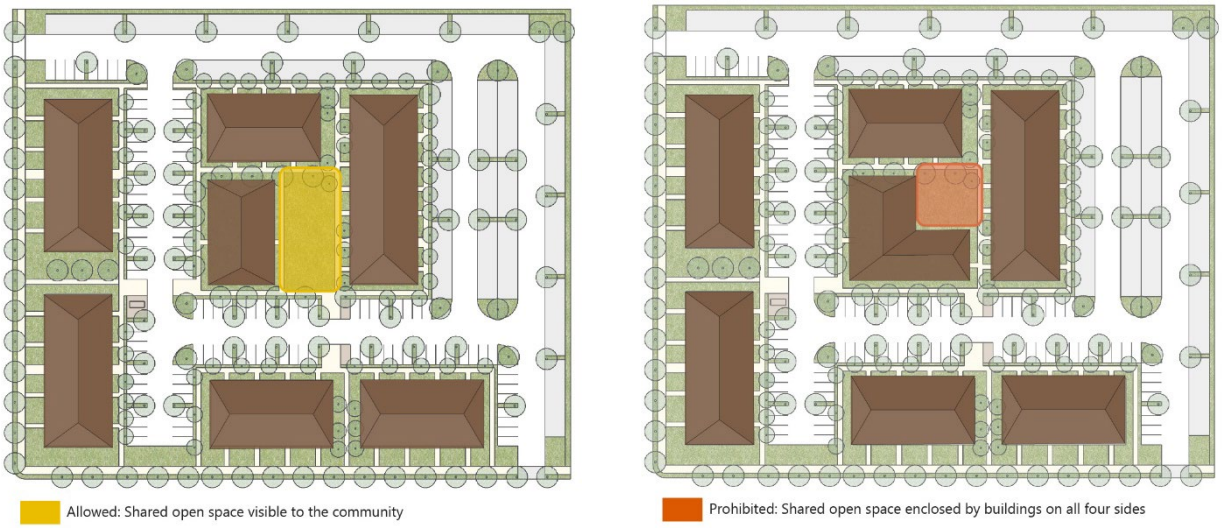
1. A minimum of 60% of ground floor units of each building shall have an entry directly to a sidewalk or pedestrian path.
2. Entries shall include weather protection that is minimum 4 feet wide and 4 feet deep by recessing the entry, providing an awning or canopy, or using a combination of these methods (not including primary roof overhang). Canvas, vinyl, and plastic awnings are prohibited.
3. Each entry shall include a porch or patio with a minimum area of 48 square feet.
4. Porch or patio shall be enclosed with a fence, landscaped hedge, or wall and shall include a gate to access the adjacent sidewalk/path. The height shall not exceed 42 inches for fences/hedges and 36 inches for solid walls.

3.2.3 Shared Usable Open Space

Shared usable open spaces shall be integrated into the residential community, be easily visible and accessible to everyone. The following standards ensure that the largest and primary shared open space meets the goals for visibility and openness. The amount of open space required is governed by the Santa Maria Municipal Code.

1. The primary shared open space shall be the largest open space within a project and shall consist of more than 20% of the required landscaped open area for the project.
2. The primary shared open space shall be open to an internal street or pedestrian pathway and shall not be immediately enclosed on all sides by buildings (Figure 16).
3. The primary shared open space shall have a minimum dimension of 40 feet parallel to an internal street or pedestrian pathway and a minimum depth of 20 feet.
4. Residential buildings shall be set back a minimum of 8 feet from the edge of any shared open spaces or adjacent pedestrian pathways.
5. A minimum of 20% of the shared open space area shall be planted with trees, ground cover, and/or shrubs.
6. Shared open spaces shall have permanent seating.

Figure 16. Shared Open Space Design



3.2.4 Private Open Space

Private Open Spaces shall meet the following standards:

1. Be directly accessible from a residential unit.
2. Balconies shall have a minimum dimension of 6 feet in either dimension (depth or width) and a minimum floor area of 40 square feet.
3. Patios shall have a minimum dimension of 8 feet in depth and width and a minimum floor area of 64 square feet.
4. The floor-to-ceiling height of covered balconies or patios shall be a minimum of 8.5 feet.
5. Balconies or patios may be uncovered or covered but shall not be fully enclosed.
6. Ground-level private open space shall be screened or buffered from adjacent private or common open space and dwellings by landscaping, fencing, low walls, trellises, or other screening elements.
7. The minimum floor area for balconies and patios does not include areas dedicated to storage, utilities, or mechanical equipment.

3.3 Design Details

3.3.1 Building Elements

Intent:

- *Create an engaging façade that enhances transparency and interaction with the public street through door and window design on the ground and upper floors.*
- *Enhance the façade plane by introducing distinct elements to create definition and dynamic shadow lines.*

3.3.1.1 Doors and Windows

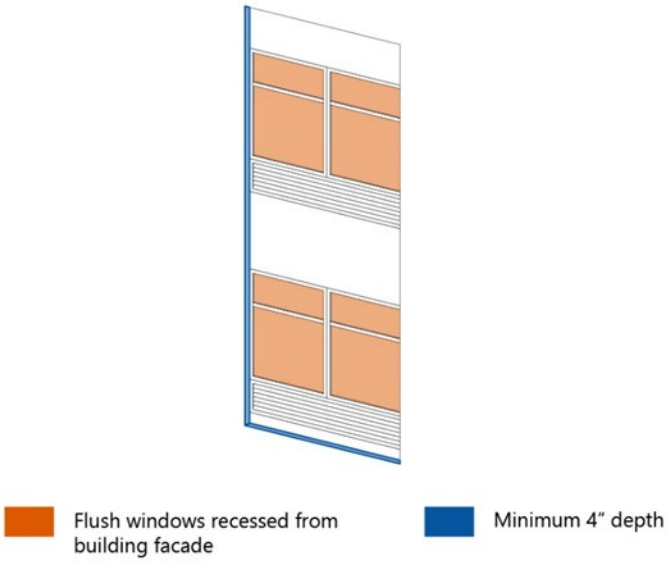
A. **Residential Facades**. Main entrance facades and facades facing a public street shall contain windows covering a minimum of 20 percent of the facade on the ground floor level and a minimum of 15 percent of the façade on upper levels.

B. **Residential Doors and Windows**. All residential doors and windows shall meet the following standards:

1. Doors and windows shall reinforce vertical proportions and patterns with vertically oriented windows that shall not exceed a 2:1 horizontal-to-vertical ratio.
2. Windows shall be recessed a minimum of 2 inches to provide a "punched" recessed character, or window trim shall be a minimum of 2 inches in width and depth (Figure 17).
3. Windows that are flat or "flush" with the facade are prohibited unless applied to a portion of a building that is part of a recessed facade modulation with a minimum 4 inches in depth (Figure 18).

Figure 17. WINDOW DESIGN

Figure 18. WINDOWS IN RECESSED FAÇADE MODULATIONS



C. Ground Floor Non-residential and Accessory Space Façades.

1. Façades shall have a minimum of 40% transparent glazing between 3 and 7.5 feet in height above the finished floor.
2. Transparent glazing shall be maximum 50% reflective, visible light transmittance greater than 80%, and without tint or coloration in the glass substrate. Windows shall not be blocked by display cabinets, curtains, screens, or shades, or by opaque or semi-transparent signage.

3.3.2 Materials and Colors

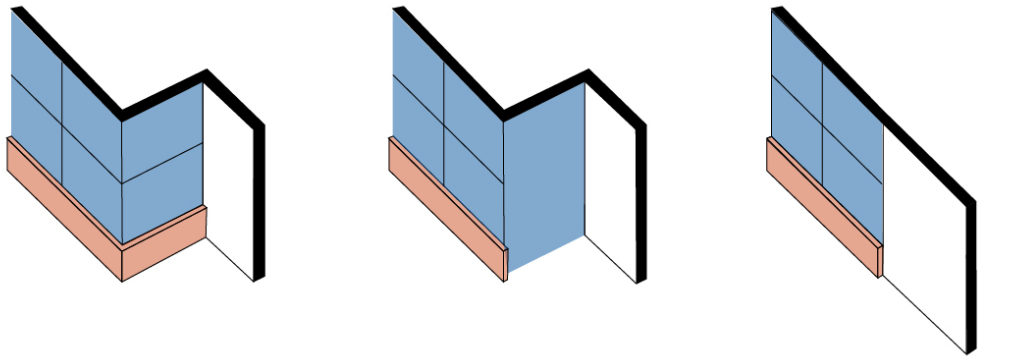
Intent:

- *Encourage the use of high-quality, durable exterior materials and colors that create visual interest and that are compatible with nearby structures.*
- *Achieve harmony and continuity of design by ensuring that exterior building design and details on all elevations are coordinated regarding color, types of materials, number of materials, architectural form, and detailing.*

1. **Materials.** At least two materials shall be used on any facade, excluding glazing, roofing materials, and railings.
2. **Exterior wall materials**. Exterior wall materials shall be either wood, stone, concrete, fiber cement, brick, burnished block, or stucco. Additionally, engineered wood and manufactured stone products designed to resemble real wood or stone are permitted.
3. **Secondary exterior wall materials**. Secondary exterior wall materials (accent materials) shall be required on all structures and shall be visible on a minimum of 15 percent and a maximum of 30 percent of any one elevation of a structure's façade. Metal material siding (metal panels, Corten steel panel, etc.), if used, shall only be used as a secondary material and shall not cover more than 20 percent of the surface area of any one elevation of a structure's façade.

4. **Prohibited Siding Materials.** The use of plain or grooved plywood (e.g., T1-11), vinyl, plastic (and plastic laminate), polished reflective metal, and fiberglass is prohibited.
5. **Material Changes at Corners.** A change in material shall be offset by a minimum of 2 inches in depth. Materials shall continue around corners for a minimum distance of 4 feet. If feasible, the same material should continue to the next change in the wall plane. Vertical co-planar changes in material are prohibited (Figure 19).
6. **Building Component Colors.** All vents, flashing, and electrical conduits shall be painted the same color as the adjacent surface. Gutters and downspouts shall either be painted the same color as the adjacent surface or shall consist entirely of unpainted decorative gutter material (e.g., copper).
7. **Roofing Materials.** Roofing material types shall be consistent with the architectural style of the structure. Asphalt shingles, if used, shall be high-definition 'dimensional' shingles which provide texture and shadow. Rolled roofing materials are prohibited on all roofs except on flat roofs surrounded by parapets on all sides.
8. **Residential Accessory Structures.** Decks, detached garages, carports, and other accessory structures shall incorporate the same finishes, exterior colors, and materials as the main residential structure(s) within the development. Additionally, accessory structures shall reflect the main structure's architectural style and details through the inclusion of at least one of the main structure's exterior architectural forms or detailing elements.
9. **Carports.** Carports shall have a fascia on all sides of the roof element which shall completely cover all portions of the roof panel edges and all purlins. The carport fascia dimensions shall match that of the building fascia. All beam ends shall be covered with a same-size decorative plate so that 'H' and 'I' beam shapes are not exposed. No unpainted, raw, or galvanized metal, including conduit, controls, and similar appurtenances associated with solar shall be permitted.

Figure 19. MATERIAL CHANGE AT CORNERS



4. Apartments/Residential Mixed-use

Apartment + Residential Mixed-Use

Multi-family buildings, typically four stories or more with shared building entry and vertical circulation. May include vertical or horizontal mix of uses.

Typical Zoning Districts: R-3; Downtown Specific Plan

EXAMPLES OF APARTMENTS AND MIXED USE BUILDINGS

4.1 Site Design

4.1.1 Pedestrian Site Access and Connectivity

Intent:

- *Enhance connectivity and create a well-connected pedestrian network.*
- *Create easily identifiable, safe, shaded, and pleasant pedestrian-oriented access to all buildings.*

4.1.1.1 Connectivity

A. Pedestrian Access.

1. A continuous sidewalk or pathway shall connect each building to shared open spaces or community facilities.
2. Each residential shared entry or individual ground floor unit entry shall be connected to the development's sidewalk/pathway network.
3. Each development's pedestrian network shall connect to the adjacent public sidewalk and to an existing or planned bike-way network adjacent to the site.
4. To improve walkability and minimize walking distances, a minimum of one pedestrian pathway providing tenant access to and from the public street shall occur for every 400 feet of public street frontage.

4.1.1.2 Access Types

A. Internal Pedestrian Pathway

1. Pedestrian pathways shall have a minimum of 5 feet wide paved walkway.

B. Internal Streets and Parking Areas

1. Sidewalks shall be required along street frontages and/or surface parking area frontages where the adjacent residential building provides common building entries and/or individual unit entries. Sidewalks shall be provided along any entry driveway, street, or surface parking area leading to internal pedestrian and vehicle circulation.
    a. Sidewalks shall include a minimum 5 feet wide throughway, free from any obstructions such as streetlights or other furnishings.

4.1.2 Building Orientation and Character

Intent:

- *Orient buildings towards streets, open spaces, and pathways to create an inviting neighborhood ambiance and ensure visibility and active engagement ("eyes on the street").*
- *Establish desirable transitions between public sidewalks and developments while ensuring a heightened sense of safety.*

4.1.2.1 Building Orientation

A. Buildings located along public streets shall orient primary frontages and primary building entrances to face the street. Buildings located at the corner of public and private streets may have primary entrances facing private streets (Figure 20).

B. Buildings located along Main Street and Broadway shall face the street or if a building is turned perpendicular to the street, building entrances shall be directly visible from the street and shall have a direct pedestrian pathway from the sidewalk to the entry (Figure 21).

C. Outside of the Downtown Specific Plan, ground floor residential units facing Main Street and Broadway shall be set back a minimum 15 feet from back-of-sidewalk. Applicable residential mixed use projects outside the Downtown Specific plan shall comply with the setbacks presented in SMMC Chapter 12-49, Mixed Use Projects.

Figure 20. BUILDING ORIENTATION PARALLEL TO MAIN STREET AND BROADWAY

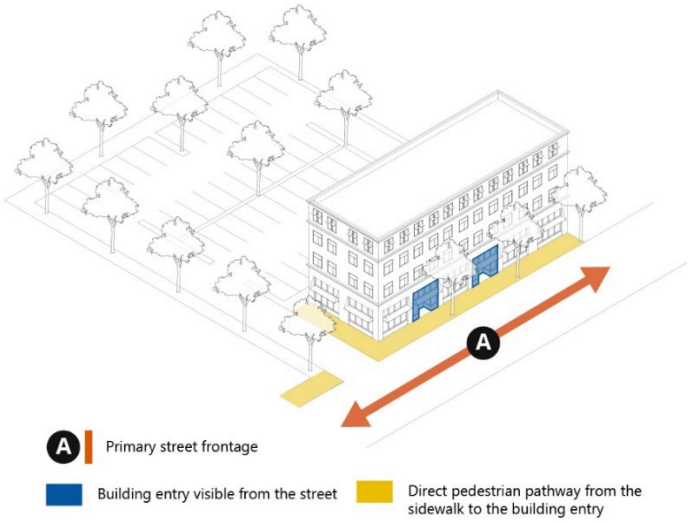
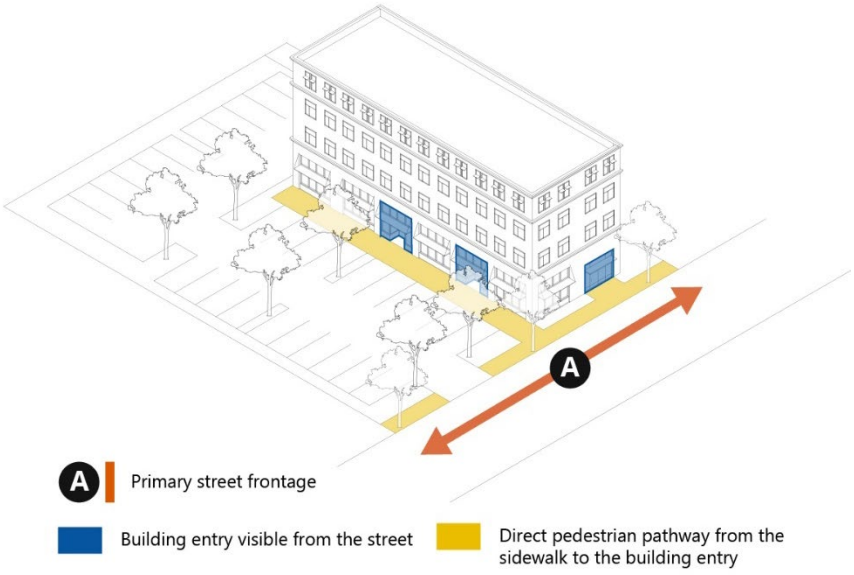


Figure 21. BUILDING ORIENTATION PERPENDICULAR TO MAIN STREET AND BROADWAY



4.1.2.2 Street Facing Fences and Walls

A. Front and other street-facing fencing and walls are prohibited for developments facing Main Street and Broadway.

B. For other locations, fencing shall be at least 50% transparent (i.e., wrought iron, etc.) and a maximum of 6 feet in height.

C. Front and other street-facing fencing, when provided, shall be setback from back of walk a minimum of 3 feet to provide space for landscaping along the property line.

D. Front and other street-facing walls, or fencing that is less than 50% transparent, shall not exceed 3 feet in height.

E. Chain-link fence materials are prohibited.

F. Front and other street-facing fencing, provided, shall have a gate located within 50 feet of each street-facing building entry and at each pedestrian pathway or sidewalk.

4.1.3 Parking

Intent:

- *Accommodate anticipated parking demand, while promoting a pedestrian-friendly environment through appropriate parking design and location.*
- *Reduce the visual impact of garages, carports, and parking areas by ensuring they do not dominate street frontages.*
- *Provide safe and convenient bike parking for tenants and guests.*

4.1.3.1 Parking Location

A. Off-street parking, off-street vehicle loading, and on-site vehicular circulation improvements are prohibited between the primary building frontage and the street. (Driveways providing direct access between parking areas and the street are exempt).

4.1.3.2 Parking Design

A. Surface Parking

1. Surface parking areas shall not extend across more than 50 percent or 65 feet (whichever is greater) of any street frontage of the project site. This requirement shall apply to each frontage corner lot or multi-frontage properties.
2. Where parking areas are within 15 feet of an adjacent public street right of way, the parking areas shall be screened from view from the adjacent street with a textured or patterned block wall with decorative wall cap, a landscape hedge, landscape berm or any combination of two of these elements to provide screening 3 foot high. If a wall is used, the wall shall be treated with a graffiti-resistant coating. Chain link or vinyl fencing shall not be permitted as screening for parking.
3. Uncovered common parking areas shall meet parking area landscaping standards included under *SMMC Title 12- Zoning Section 12-44*.
4. Carports shall not be located directly adjacent to an open space or positioned in such a way that does not permit for adequate width of landscape area for tree planting between two buildings on a site. Carports shall be located at the perimeter of residential buildings and away from shared open spaces and amenities. Solar carports and carports with future solar conversion

potential shall be positioned on the site so they are not shaded by the mature size and height of existing and proposed trees.

B. Tuck-under Parking shall follow the following standards:

1. Tuck-under parking shall be accessed from an alley, internal driveway, or internal surface parking lot.
2. The garage façade facing a street shall not exceed 60% of the length of the façade.
3. Where the side of a garage space is facing a street, the garage facade area shall be located a minimum of 5 feet behind the primary façade facing the publicly accessible pathway, street, or open space (Figure 22). If the percentage of the garage façade is less than 40% of the façade length, the recess may be reduced to a minimum of 2 feet from the primary building façade facing the publicly accessible pathway, street, or open space (Figure 23).

Figure 22. Tuck-under Parking Greater Than 40% of Facade Length

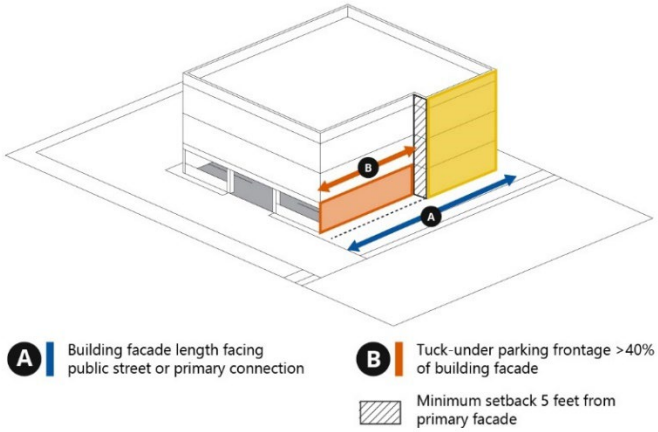
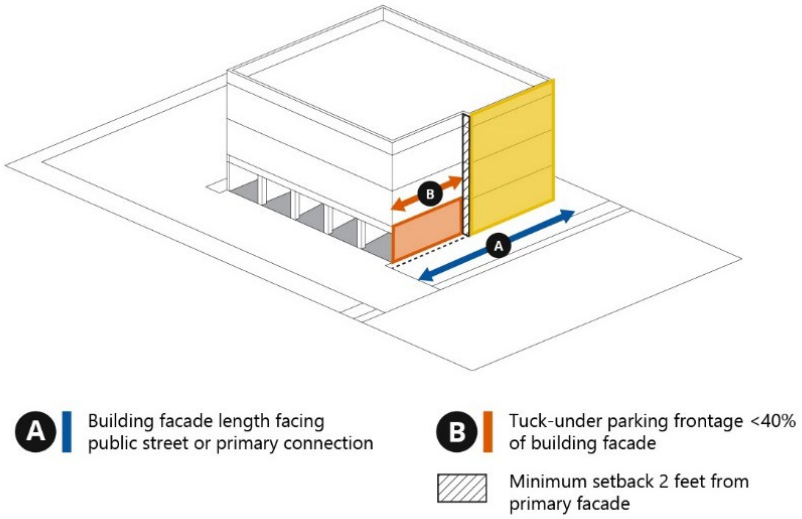


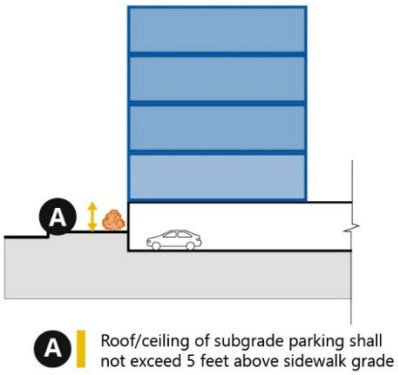
Figure 23. Tuck-under Parking Less Than 40% of Facade Length



C. Structured Parking shall follow the following standards:

1. Ground floor structured parking shall not face public streets except for entrances. Other than the garage vehicular entrances, the primary street-facing building façade shall consist of a minimum 16 feet deep floor area for residential, residential accessory, or commercial uses.
2. Vehicular Entry Size: For garage openings, loading entries, or utilities access on site frontages facing a street, the following standards shall apply:
   a. On sites with less than or equal to 100 feet of frontage, the entry width shall not exceed 25 feet regardless of site width.
   b. On sites with greater than 100 feet of frontage and less than 200 feet, no more than 25 feet shall be devoted to an entrance.
   c. On sites greater than 200 feet of frontage, no more than 50 feet shall be devoted to entries with no single-entry width exceeding 25 feet.
3. Partially sub-grade parking structures shall be screened with woody evergreen hedgerow planting in a minimum of 3 feet wide planting area.
4. The roof/ceiling line of partially sub-grade parking structures shall not exceed 5 feet above sidewalk grade (Figure 24).

Figure 24. Partially Subgrade Parking



4.1.3.3 Bike Parking

1. **Short-term (Guest) Bicycle Parking.** Short-term bicycle parking space shall be provided at a ratio of 0.05 bicycle parking spaces per bedroom (studio units counting as one bedroom),
2. **Long-term (Resident) Bicycle Parking.** Long-term bicycle parking shall be provided at a ratio of 0.5 long term bicycle spaces per bedroom. (studio units counting as one bedroom).
   a. Long-term parking is for the use of tenants and can include bicycle lockers and/or secure parking areas.
   b. Secure parking areas may be an exterior area that is fenced and gated with overhead weather protection, may be a component within a structured parking area, or may be provided as interior rooms, where bicycles can be securely stored and accessed only by tenants.
   c. The secure parking area shall include restricted access with a key or electronic access pad and shall consist of racks for individual bicycles.

B. **Location**. Short-term bicycle parking and exterior long-term secure parking areas shall be located adjacent to an internal pedestrian path and shall be illuminated.

4.1.4 Landscaping

Intent:

- *Create desirable transitions between public sidewalks and private developments through landscaping.*
- *Mitigate the heat island effect.*
- *Ensure newly planted vegetation meets minimum size requirements to make a positive ecological and visual impact upon installation.*
- *Encourage the use of diverse plant species to promote biodiversity, ecological resilience, and visual variety.*

The standards for private properties found in the *SMMC Title 12 Zoning, Chapter 12-44 Landscape Standards* apply to all projects.

4.1.4.1 Building Setback Area

A. **Building Frontages** for multifamily, and mixed-use developments outside the Downtown Specific Plan:

1. Building setbacks abutting ground floor residential uses shall have a minimum of 75% of the required setback area as landscaped or with planters excluding areas for patios, porches, stoops, and required walkways.
2. Mixed-use residential buildings with ground floor storefront retail floor area shall have a minimum of 25% of the required setback area abutting the retail space as landscaped or with planters.
3. Building setbacks abutting other ground floor non-residential uses (other than retail uses) shall have a minimum of 60% of the required setback area as landscaped or with planters.

4.1.4.2 Stormwater Retention

A. Stormwater management catchment areas and basins shall be distributed throughout project sites to avoid large or deep centralized areas.

B. Stormwater management basins shall not be enclosed with a fence or wall. Decorative fencing matching that used in other portions of the project may be incorporated adjacent to basin retaining walls as necessary to meet safety standards.

C. Stormwater management basins shall not include retaining walls greater than 2 feet in height. If basins are required to be greater than 2 feet in depth, sides of the basin shall be stepped or sloped with planting. Planting should be selected to increase local habitats.

4.1.4.3 Lighting

Intent:

- *Design lighting on private property to improve the pedestrian experience, prioritize safety, and minimize light trespass on neighboring properties, while supporting "Dark Sky" initiatives.*

A. **Site Lighting.** All residential developments, except for single-family dwellings on individual lots, shall provide exterior site lighting throughout the common areas of the development site including adjacent to all pedestrian paths and amenity areas.

B. **Fixture Height.** Fixture mounting height shall be appropriate for the project and the setting, as follows:

1. **Projects abutting Single-Family Residential Homes or Zones**.
2. Within 15 feet of an abutting single-family residential zone boundary, the maximum height of freestanding or wall mounted outdoor light fixtures shall be 12 feet.
3.
4. Pedestrian Areas. The maximum height of light fixtures for pathways, private outdoor spaces, publicly accessible outdoor spaces, and other areas of high pedestrian activity is 16 feet.
5. Site and Parking Lot Lighting. The maximum height for freestanding outdoor light fixtures throughout the site, including in and around parking lots, is 20 feet.

B. **Attachment.** Lighting fixtures on buildings shall be attached only to walls or under eaves. The fixture placement shall not exceed the height of the parapet, roof, or eave of the roof. The height of the exterior wall-mounted lighting shall not exceed 16 feet from the adjacent finished ground elevation.

C. **Light Trespass.** All light fixtures shall be directed downward, oriented, and shielded to prevent light trespass or glare onto adjacent properties. All luminaires shall meet the most recently adopted criteria of the Illuminating Engineering Society of North America (IESNA) for "Cut Off" or "Full Cut Off" luminaires.

D. **Structured and Carport Parking Lighting.** Light fixtures shall be recessed within the parking structure or recessed within the carport structure as to not extend below the fascia. Fixtures shall include integral shields and horizontal lens (full cut off) and shall be mounted to be perpendicular to the ground plane.

4.1.5 Utilities/Refuse Collection

Intent:

- *Ensure the strategic placement and accessibility of essential services, equipment, and infrastructure while minimizing any adverse visual impacts.*

4.1.5.1 Utilities + Mechanical Equipment

A. **Location of Above-ground Utilities and Service Areas.** All above-ground utility equipment (e.g., electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, etc.), and service areas shall be integrated into building and landscape design and located to minimize the impact on the pedestrian experience and neighboring properties by following the standards below (except as required by building and fire codes):

1. Utilities, equipment, and service areas shall be located inside of buildings (e.g., electrical rooms).
2. If not located internal to the building, utilities, equipment, and service areas shall be located on non-public street frontages, alleys, parking areas, and/or at the rear or side of buildings and shall be fully screened.
3. All service areas, utilities, and equipment not housed inside buildings shall meet the following screening standards:
   a. Screening shall be equal to or higher than the height of the equipment to be screened unless specified otherwise.
   b. Screening shall match the materials and style of the primary building.

c. Landscape screening shall form an opaque barrier when planted with a minimum of one plant per 3 linear feet.

4. All vents and electrical conduits shall be painted to match the color of the adjacent surface.

B. Mechanical Equipment (Wall-Mounted). Exterior wall-mounted mechanical units and vents for individual units on multi-story buildings shall be integrated into the design and rhythm of the building's exterior design by:

1. Aligning the mechanical units and vents vertically and horizontally on each façade.
2. All mechanical units and vents shall be painted to match the color of the adjacent surface.

C. Mechanical Equipment (Roof and Ground). All mechanical equipment on the roof or ground, including air conditioning or other HVAC equipment, vents, antennas, and ventilation stacks shall be screened from public view.

1. The screening shall match the materials and style of the primary building.
2. The screening shall be at least equal to the height of the equipment.

Screened mechanical equipment and vents painted the same color as the adjacent building facade.

4.1.5.2 Refuse Collection

A. Building Integrated Refuse Rooms. The exterior doors of refuse collection storage areas internal to the building shall face internal drives or parking areas. If facing a public street, refuse container access doors shall not exceed 30 feet of building frontage. Refuse rooms shall match the building's architecture and materials. Refuse doors, when open or closed, shall not encroach on public right-of-way.

B. Location and Screening of Refuse Enclosures. Refuse collection areas shall be integrated into building and landscape design and located to minimize impact on the pedestrian experience and neighboring properties by following the standards below:

1. Refuse collection areas shall be located inside buildings or inside of covered enclosures located along alleys or in parking areas.
2. Refuse collection areas are prohibited within the front yard or street side yard area.
3. Screening may include shrubs, clinging vines, and walls.

C. Exterior Refuse Enclosure Design. Solid waste enclosures shall be constructed in conformance with City of Santa Maria standards and approved by the City and meet the following standards.

1. Access. Separate pedestrian gate access for residents, in addition to the primary collection gates, shall be provided.
2. Design and Materials. Refuse enclosures shall be constructed of a primary exterior finish material used on other portions of the building, or masonry, or decorative block, and may be accented with metal.

Refuse enclosure matches style and materials used on the primary buildings.

3. Roofing. A solid roof treatment, if provided, shall match the architecture and materials used on the primary buildings on-site and shall be designed in a manner to prevent wind-blown trash from leaving the enclosure and rain from entering the enclosure.
4. Gates. Solid metal self-closing gates painted to match the enclosure are required. All gates shall be post-mounted. Gates shall be maintained in working order and shall remain closed except when in use.

4.2 Building Exterior Design

Intent:

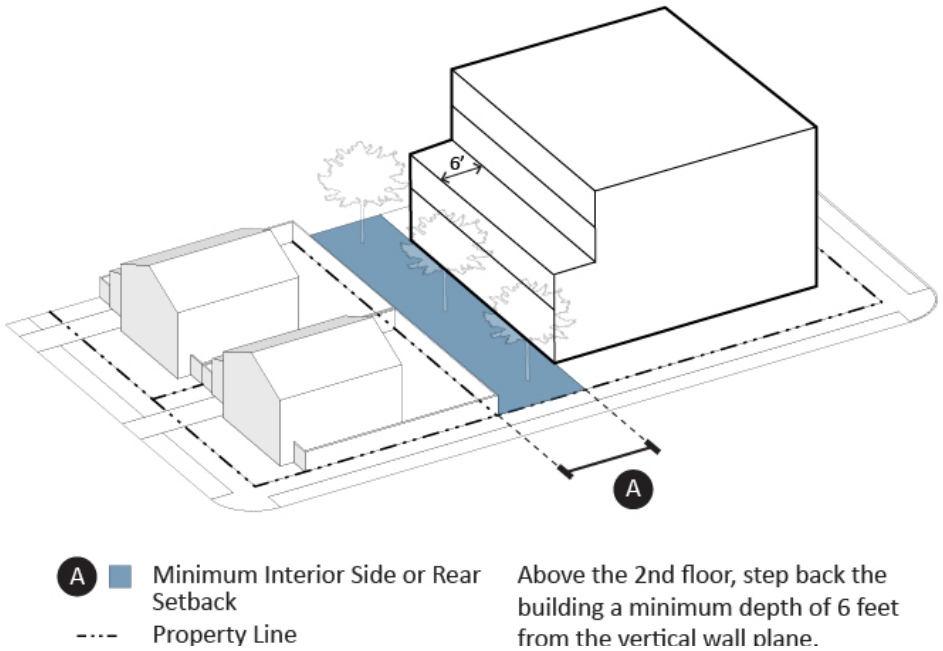
- *Promote high-quality design.*
- *Transition the scale of building massing to respond to the context.*
- *Promote variation, depth, and change in façade planes to reduce the perceived mass of buildings.*
- *Create cohesive and well-crafted building facades with human-scaled details.*
- *Enhance visual appeal for pedestrians by incorporating elements that capture their interest.*

4.2.1 Neighborhood Transitions

A. Transition to R-1 zone. Buildings 3 or more stories in height and located within 80 feet of a shared property line with an R-1 zone shall meet the following standards:

1. Along the shared rear-yard property line, buildings shall incorporate an upper floor step back above the 2nd floor with a minimum depth of 6 feet from the vertical wall plane or shall set back the entire building frontage a minimum of 25 feet from the shared property line. (Figure 25)
2. For parcels adjacent to an alley, buildings shall incorporate an upper floor step back above the 3rd floor with a minimum depth of 6 feet from the vertical wall plane fronting the alley.
3. Balconies shall be a minimum distance of 15 feet from the shared property line.

Figure 25. Transition to R-1 Zone



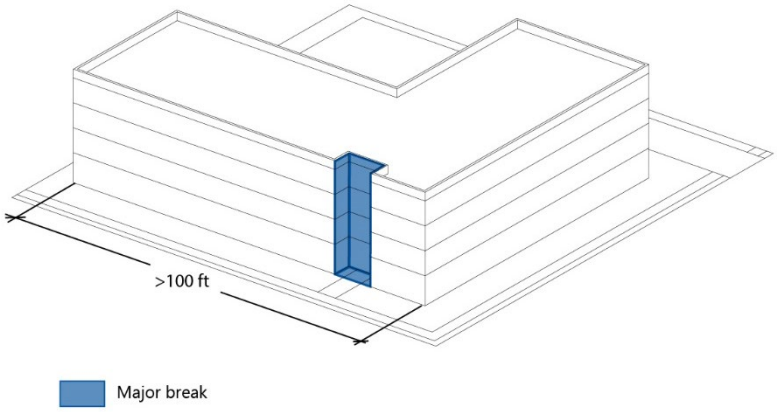
4.2.2 Building Massing

A. Maximum Building Length. Building length shall be no more than 250 feet.

B. Major Breaks. For street-facing façade lengths greater than 100 feet, buildings shall have at least one major break in massing (Figure 26).

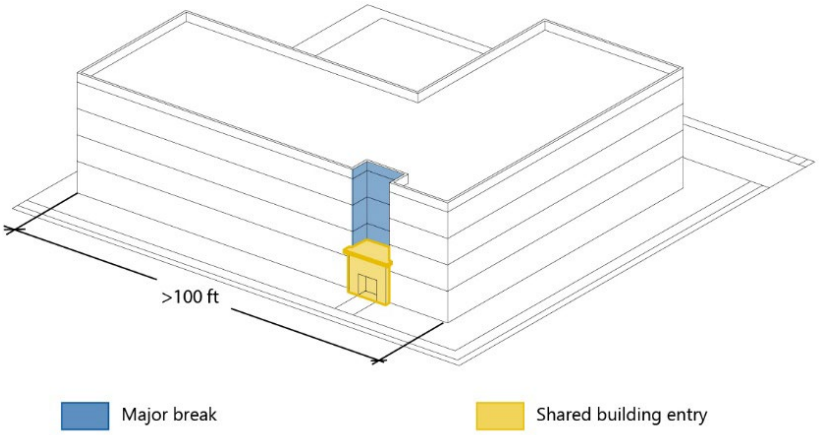
1. A major break in massing shall extend from the ground through the roof plane and have a minimum change in depth of 8 feet from the primary façade and a minimum width of 16 feet.

Figure 26. Major Break



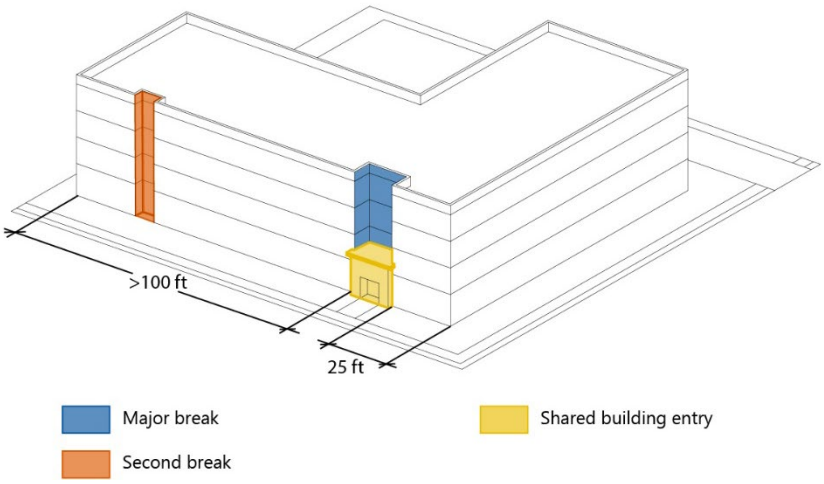
2. If the major break is co-located with a shared building entry, the building entry element may interrupt the major break for a maximum height of 15 feet and shall be a minimum 2 feet recessed or projected from the adjoining façade (Figure 27).

Figure 27. Major Break with Building Entry



3. Major breaks shall be located a minimum of 25 feet from the facade edge. If the resulting longest continuous façade length is still greater than 100 feet, a second break is required with a minimum change in depth of 4 feet from the primary façade and a minimum width of 8 feet (Figure 28).

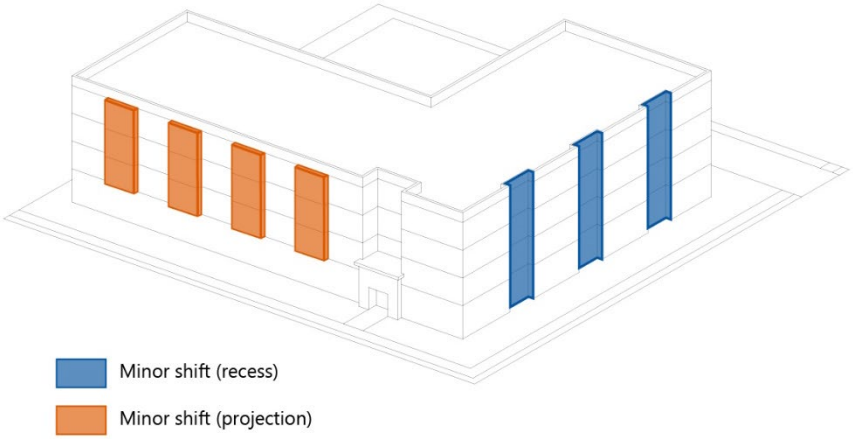
Figure 28. Additional Breaks



C. Building Modulation (Minor Shifts). To create a residential rhythm and pattern to the building façades, building modulation shall reflect the size of a unit or pair of units. For each stack of units, pair of units, or at least every 40 feet of façade length, facades shall have a minimum of one minor shift or major break in the façade plane (Figure 29).

1. A minor shift shall be a recess or projection from the façade plane with a minimum depth of 2 feet and minimum width of 8 feet.
2. A minor shift shall not exceed 25 feet in width.
3. A minor shift shall have a minimum vertical dimension greater than 50% of the building height. Recesses shall extend through the roof plane.

Figure 29. Building Modulation (Minor Shifts)



D. Building Articulation. Buildings greater than 3 stories in height and greater than 50 feet in length shall be designed to differentiate a defined ground floor or base [typically 1-2 floors], a middle/body, and a top.

1. **Building Base.** A building's base shall be defined or differentiated from the middle/body and top by using at least two of the following techniques (implement at least 2):
   a. A change in material from the middle/body of the facade.
   b. A change in door or window size, type, or pattern from the middle/body of the facade.
   c. Datum line or cornice between the base floor(s) and the middle/body floors such that:
      i. Datum line/cornice shall be a different material from the middle/body floors.
      ii. Datum line/cornice shall have a minimum height of 4 inches and a minimum depth of 4 inches.
   d. The height of the ground floor (measured floor-to-floor) shall be a minimum 2 feet greater than the middle/base floor-to-floor heights.
2. **Building Top**. For facades less than 5 stories in height, the façade shall have a distinct roof form or roof line (see i. below). For facades 5 stories or more, a building's top shall be defined or differentiated from the middle/body and base by using at least two or more of the following techniques (implement at least 2):
   a. Distinct roof form or roof line. (apply one)
      i. Cornice or parapet cap that includes:
         a. a change in material from the façade.
         b. a minimum height of 8 inches and a minimum depth of 4 inches.
         c. parapets shall be designed with sufficient height to screen roof-top mechanical equipment.
      ii. Eave/roof overhang with a minimum depth of 18 inches
      iii. A variation in roof/building height through building modulation: (examples: Bays that extend above primary façade height)
      iv. Variation in roof/building height shall occur for a minimum 30% of the building façade length.
      v. Change in roof/building height shall be a minimum of 2 feet of change from the primary façade.
   b. A change in material from the middle/body of the facade.
   c. A change in door or window size, type, or pattern from the middle/body of the facade.
   d. Datum line or cornice between the middle and top floor(s) that include:
      i. A change in material from the façade
      ii. A minimum height of 4 inches and a minimum depth of 4 inches
   e. Upper floor(s) step back with a minimum depth of 2 feet and a maximum depth of 15 feet for a minimum 70% of the façade length.

Defined building base and top.

4.2.3 Entry Design

A. Shared Entries

1. Shared building entries shall be distinguished from the façade of the building with a massing projection or recess with a minimum depth of 2 feet and a minimum width of 10 feet.
2. Shared entries shall include weather protection that is a minimum 8 feet wide and a minimum 5 feet deep by recessing the entry, providing an awning or canopy, or using a combination of these methods (not including primary roof overhang). Canvas, vinyl, and plastic awnings are prohibited.

B. Ground Floor Unit Entries.

1. A minimum of 60% of ground floor units shall have an entry directly accessible from a sidewalk or pedestrian path.
2. Entries shall include weather protection that is a minimum of 4 feet wide and a minimum of 4 feet deep by recessing the entry, providing an awning or canopy, or using a combination of these methods (not including primary roof overhang). Canvas, vinyl, and plastic awnings are prohibited.
3. Entry shall include a porch or patio with a minimum area of 48 square feet.
4. Porch or patio shall be enclosed with a fence, landscaped hedge, or wall and shall include a gate to access the adjacent sidewalk/path. The height shall not exceed 42 inches for fences/hedges and 36 inches for solid walls.

4.2.4 Shared Usable Open Space

All shared usable open spaces shall meet the following standards. The amount of open space required is governed by the Santa Maria Municipal Code:

1. Shall be immediately adjacent to interior common spaces, hallways, or residential units.
2. Shall be accessible to all residents.
3. Shall have a minimum width and length of 20 feet.
4. A minimum of 60% of the area shall be open to the sky and free of permanent weather protection or encroachments, except for trees. Trellises and similar open-air features are permitted.
5. A minimum of 20% of the open space area shall be planted with trees, ground cover, and/or shrubs.
6. Shall have permanent seating.

4.2.5 Private Open Space

Private Open Spaces shall meet the following standards:

1. Shall be directly accessible from a residential unit.
2. Balconies shall have a minimum dimension of 6 feet in depth and width and a minimum floor area of 40 square feet.
3. Patios shall have a minimum dimension of 8 feet in depth and width and a minimum floor area of 64 square feet.
4. The floor-to-ceiling height of covered balconies or patios shall be a minimum of 8.5 feet.
5. Balconies or patios may be uncovered or covered but shall not be fully enclosed.

6. Ground-level private open space shall be screened or buffered from adjacent private or common open space and dwellings by landscaping, fencing, walls, trellises, or other screening elements.
7. The minimum floor areas for balconies and patios do not include areas dedicated to storage, utilities, or mechanical equipment.

4.3 Design Details

4.3.1 Building Elements

Intent:

- *Create an engaging façade that enhances transparency and interaction with the public street through door and window design on the ground and upper floors.*
- *Enhance the façade plane by introducing distinct elements to create definition and dynamic shadow lines.*

4.3.1.1 Doors and Windows

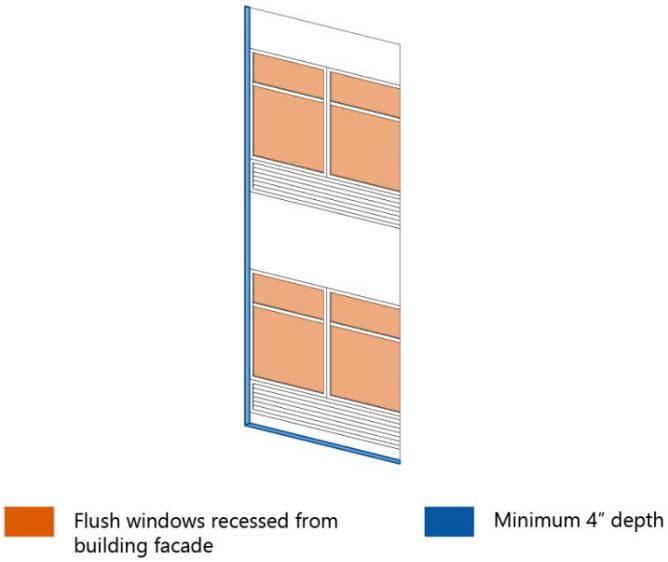
A. **Residential Facades**. Main entrance facades and facades facing a public street shall contain windows covering a minimum of 20 percent of the facade on the ground floor level and a minimum of 15 percent of the façade on upper levels.

B. **Residential Doors and Windows**. All residential doors and windows shall meet the following standards:

1. Doors and windows shall reinforce vertical proportions and patterns with vertically oriented windows that shall not exceed a 2:1 horizontal-to-vertical ratio.
2. Windows shall be recessed a minimum of 2 inches to provide a "punched" recessed character, or window trim shall be a minimum of 2 inches in width and depth. (Figure 30)
3. Windows that are flat or "flush" with the facade are prohibited unless applied to a portion of a building that is part of a recessed facade modulation with a minimum 4 inches in depth. (Figure 31)

Figure 30. WINDOW DESIGN

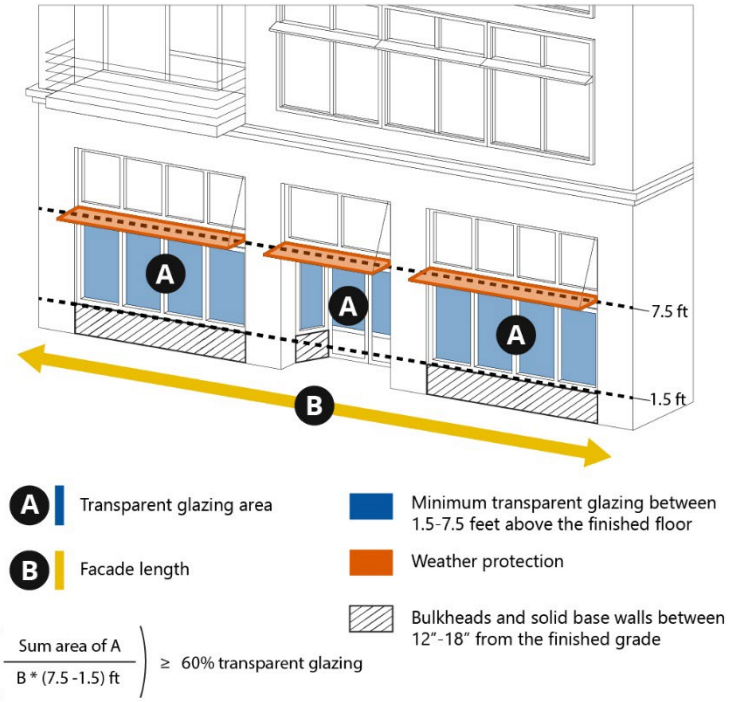
Figure 31. WINDOWS IN RECESSED FAÇADE MODULATIONS



C. Ground Floor Storefront/Retail Façades.

1. Storefront/retail façades shall have a minimum of 60% transparent glazing between 1.5 feet and 7.5 feet in height above the finished floor.
2. Transparent glazing shall be maximum 15% reflective, visible light transmittance greater than 80%, and without tint or coloration in the glass substrate. Windows shall not be blocked by display cabinets, curtains, screens, or shades, or by opaque or semi-transparent signage.
3. Bulkheads and solid base walls. If provided, bulkheads and solid base walls shall measure between 12 and 18 inches from the finished grade (Figure 32).
4. Weather protection, awnings, and canopies.
   a. Weather protection shall be located at each storefront entry.
   b. Weather protection at storefront entries shall be a minimum of 6 feet wide and a minimum of 4 feet deep. Weather protection may include a canopy and/or a recess in the building façade.
   c. When transom windows are above display windows, awnings, canopies, or similar weather protection elements shall be installed between the transom and display windows. These elements allow for light to enter the storefront through the transom windows and allow the weather protection feature to shade the display window.
   d. Canvas, vinyl, and plastic awnings are prohibited.

Figure 32. Ground Floor Storefront/ Retail Facade



D. Ground Floor Non-residential Façades.

1. Façades shall have a minimum of 50% transparent glazing between 3 and 7.5 feet in height above the finished floor.
2. Transparent glazing shall be maximum 50% reflective, visible light transmittance greater than 80%, and without tint or coloration in the glass substrate. Windows shall not be blocked by display cabinets, curtains, screens, or shades, or by opaque or semi-transparent signage.

4.3.2 Materials and Colors

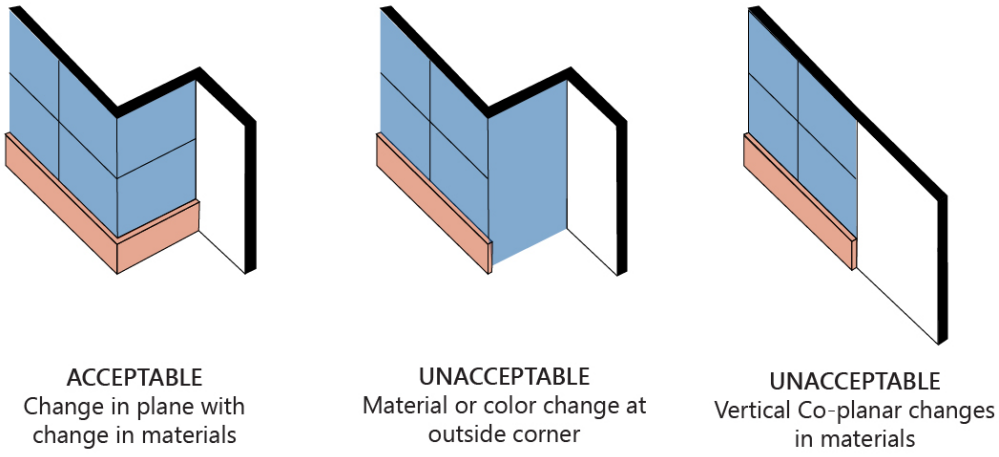
Intent:

- *Encourage the use of high-quality, durable exterior materials and colors that create visual interest.*
- *Achieve harmony and continuity of design by ensuring that exterior building design and details on all elevations are coordinated regarding color, types of materials, number of materials, architectural form, and detailing.*

1. **Materials.** At least two materials, excluding glazing, roofing materials, and railings, shall be used on any facade.
2. **Exterior wall materials**. Exterior wall materials shall be either wood, stone, concrete, fiber cement, brick, burnished block, or stucco. Additionally, engineered wood and manufactured stone products designed to resemble real wood or stone are permitted.
3. **Secondary exterior wall materials**. Secondary exterior wall materials (accent materials) shall be required on all structures and shall be visible on a minimum of 15 percent and a maximum of 30 percent of any one elevation of a structure's façade. Metal material siding (metal panels, Corten steel panel, etc.), if used, shall only be used as a secondary material and shall not cover more than 20 percent of the surface area of any one elevation of a structure's façade.

4. **Prohibited Siding Materials.** The use of plain or grooved plywood (e.g., T1-11), vinyl, plastic (and plastic laminate), polished reflective metal, and fiberglass is prohibited.
5. **Material Changes at Corners.** A change in material shall be offset by a minimum of 2 inches in depth. Materials shall continue around corners for a minimum distance of 4 feet. If feasible, the same material should continue to the next change in the wall plane. Vertical co-planar changes in material are prohibited (Figure 33).

Figure 33. Material Change at Corners



6. **Building Component Colors.** All vents, flashing, and electrical conduits shall be painted the same color as the adjacent surface. Gutters and downspouts shall either be painted the same color as the adjacent surface or shall consist entirely of unpainted decorative gutter material (e.g., copper).
7. **Roofing Materials.** Roofing material types shall be consistent with the architectural style of the structure. Asphalt shingles, if used, shall be high-definition 'dimensional' shingles which provide texture and shadow. Rolled roofing materials are prohibited on all roofs except on flat roofs surrounded by parapets on all sides.
8. **Residential Accessory Structures.** Decks, carports, and other accessory structures shall incorporate the same finishes, exterior colors, and materials as the main residential structure(s) within the development. Additionally, accessory structures shall reflect the main structure's architectural style and details through the inclusion of at least one of the main structure's exterior architectural forms or detailing elements.
9. **Carports.** Carports shall have a fascia on all sides of the roof element which shall completely cover all portions of the roof panel edges and all purlins. The carport fascia dimensions shall match that of the building fascia. All beam ends shall be covered with a same-size decorative plate so that 'H' and 'I' beam shapes are not exposed. No unpainted, raw, or galvanized metal, including conduit, controls, and similar appurtenances associated with solar shall be permitted.

5. Definitions

Architectural Style

A set of characteristics and features that make a building or other structure notable or historically identifiable. Examples of architectural styles include Craftsman, Mid-Century/Ranch, Monterey, Contemporary/Industrial, Prairie, and Pueblo.

Articulation

The three-dimensional detailing of the external walls of a building. Facade articulation may include bay windows, weather protection, projecting bays, balconies, screening devices, changes in façade plane, etc.

Block Size

The length and width of a parcel or series of parcels measuring from the edge of one public right-of-way or public access easement to another.

Building Modulation

Stepping back or projecting forward of a building façade or part of a building facade as a means of breaking up the apparent bulk of the building.

Connectivity

The ease of getting from one place to another. Connectivity is related to the characteristics of street design, such as the number, distance, and type of connections between two places.

Continuous Building Facade Length

The length of a facade is measured from the corner of a building to the opposite corner of the building, a change in angle of the façade that is greater than 35 degrees, or a major break with a minimum width and depth of 20 feet.

Datum Line

Horizontal lines that continue the full length of the building, such as cornices.

Facade

The exterior wall or face of a building, usually fronting a public street.

High Definition 'Dimensional' Shingles

A type of asphalt shingle that has a three-dimensional appearance due to being layered and notched at different points. The depth and contour of the shingle's profile is often described as "high-definition."

Housing Accountability Act

The Housing Accountability Act (HAA), Government Code section 65589.5, establishes limitations to a local government's ability to deny, reduce the density of, or make infeasible housing development projects, emergency shelters, or farmworker housing that are consistent with objective local development standards and contribute to meeting housing need. The California Legislature first enacted the HAA in 1982 and recently amended the HAA to expand and strengthen its provisions as part of the overall recognition of the critically low volumes of housing stock in California.

Major Break

A massing break or facade modulation that is wide and deep enough that it divides up the facade of a building to create the sense of multiple separate building masses. Minimum dimensions for a major break are provided in the design standards.

Minor Shifts/Modulations

Horizontal changes to the facade plane that provide articulation to the building facade. Minor shifts/modulations typically occur to distinguish a residential rhythm and pattern to a building facade with modulations spaced to the width of a room, unit, or group of units. Minor shifts and modulations may be recesses or projections like bay windows.

Multi-plex

A detached (typically 2- to 3-story) house-form structure that consists of 2 or more dwelling units arranged side-by-side and/or stacked, sharing walls, and typically provide a shared entry from the street. These are typically situated on lot sizes not exceeding 100 feet by 130 feet, with a maximum building frontage of 60 feet.

Non-residential Façade (excluding retail)

The front of any building with a non-residential use which includes commercial, industrial, institutional, and office use.

Pedestrian Network

The sidewalks within the project site developed primarily for the use of the project's residents, and connecting each individual unit to all the project's common areas, parking areas, recreational amenity, and other features within the development. The project's pedestrian network shall provide connections to the public sidewalk and other planned or existing pedestrian routes and/or trails which abut the development site. (Also see 'Walkability')

Primary Frontage

Portions of a building with the main entrance. The "front" façade of a building.

Primary Roof

Primary roof refers to the portion of a building's roof structure that most contributes to the mass of a building due to its predominance in height, width, length, bulk, and/or volume of area covered.

Storefront/ Retail Facade

The front of a retail use that provides goods or services to customers on the premises. This includes stores, shops, restaurants, bars, and eating and drinking businesses.

Refuse

Refuse includes trash, recycling, and compost/green waste.

Setback

Setback means a horizontal distance between a property line (or back-of-sidewalk where specified) and the nearest building line or façade.

Step back

The horizontal shifting of building mass towards the center of a building through a recession of a building wall of upper stories on a multi-story building. Step backs shall be measured inward from the exterior face of building wall(s) of the story below.

Structured Parking

Structured Parking refers to podium parking located within a multi-family or mixed-use building that is either below-grade, partially sub-grade, at-grade, or above-grade. Podium parking is typically built as Type I or II construction.

Tuck-under Parking

Tuck-under Parking refers to individual garages, shared garages, and surface parking located below residential uses. Tuck-under parking is typically accessed from alleys or surface parking areas. Tuck-under parking is typically associated with wood construction projects.

Walkability

Walkability refers to the ability to walk to services and amenities safely and comfortably within a reasonable distance. It is shaped by several factors such as well-maintained sidewalks, visible street crossings, the overall built environment, landscaping, shade, lighting, and other elements.