

Appendix J

Phase I Traffic and VMT Assessment For the Shelby Residential Project - County of Santa Barbara



ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

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July 30, 2025

25050L02

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PHASE I TRAFFIC AND VMT ASSESSMENT FOR THE SHELBY RESIDENTIAL DEVELOPMENT - COUNTY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following Phase I traffic and Vehicle Miles Traveled (VMT) assessment for the Shelby Residential Development (the "Project") located in the Santa Barbara County area just north of the City of Goleta.

PROJECT DESCRIPTION

The Project is proposing to develop a vacant site located at 7400 Cathedral Oaks Road adjacent to the Glen Annie Golf Course in western part of the City of Goleta. Figure 1 (attached) illustrates the location of the Project site. The preliminary Project design includes 56 Single Family residential lots consisting of 45 market rate lots and 11 deed restricted lots (4 extremely low, 1 low, 3 moderate, and 3 above moderate units). Access to the Project site would be provided via two new access connections to Cathedral Oaks Road opposite Royal Linda Drive and King Daniel Lane. Figure 2 (attached) illustrates the Project site plan.

STUDY METHODOLOGY

Level of Service Criteria

To evaluate the operating conditions of the study area roadways and intersections, a level of service (LOS) ranking scale is used. This scale compares traffic volumes to roadway or intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F, with LOS A representing free flow conditions and LOS F representing congested conditions. Roadway operations are evaluated based on the "acceptable capacity" designations presented in the City's Circulation Element. Levels of service for signalized

intersections are calculated using the Intersection Capacity Utilization (ICU) methodology and the results are shown as volume-to-capacity ratios. The level of service criteria is summarized in Table 1 below. The City of Goleta acceptable roadway and intersection standard is LOS C.

Table 1
Intersection Level of Service Criteria

<i>LOS</i>	Signalized intersections (V/C Ratio)	Unsignalized intersections (Sec. of delay)	<i>Definition</i>
A	< 0.60	≤ 10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61 – 0.70	> 10 and ≤ 15	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	0.71- 0.80	> 15 and ≤ 25	Conditions of stable flow, delays are low to moderate; full use of peak direction signal phases is experienced.
D	0.81 – 0.90	> 25 and ≤ 35	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91 – 1.00	> 35 and ≤ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 1.00	> 50	Conditions of forced flow, travel speeds are low, and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal

Source: Highway Capacity Manual, 2016 Edition.

EXISTING CONDITIONS

Roadway Operations

Figure 3 illustrates the existing average daily traffic (ADT) volumes for the study-area roadways, which were collected in November 2017 and February 2024. It is noted that historical count data from 2017 was used due to road closures along Cathedral Oaks Road between Winchester Canyon Road and Calle Real. The operational characteristics of the study-area roadways were analyzed based on the LOS C policy adopted by the City (City of Goleta's "Acceptable Capacity" rating system attached). Table 2 shows the Existing ADT volumes and the City's Acceptable Capacity thresholds (LOS C thresholds) for the key roadways in the study-area.

Table 2
Existing Roadway Operations

Roadway Segment	Roadway Classification	Geometry	Acceptable Capacity	Existing ADT
Cathedral Oaks Road n/o Calle Real	Minor Arterial	2-Lane	12,500	3,200
Cathedral Oaks Road e/o Northgate Drive	Minor Arterial	2-Lane	12,500	4,900
Cathedral Oaks Road w/o Glen Annie Road	Minor Arterial	2-Lane	12,500	8,900
Cathedral Oaks Road e/o Glen Annie Road	Major Arterial	2-Lane	14,300	6,900
Glen Annie Road s/o Cathedral Oaks Road	Major Arterial	2-Lane	14,300	7,400
Storke Road n/o Hollister Avenue	Major Arterial	5-Lane	47,000	35,700

The data presented in Table 2 show that all of the study-area roadway segments currently carry volumes within the City's Acceptable Capacity.

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. As noted previously, the City of Goleta has established LOS C as the minimum acceptable operating standard for intersections, with LOS D allowed at the Storke Road/Hollister Avenue intersection.

Existing peak hour volumes were collected at the study-area intersections in February 2024 and November 2017. As noted previously, historical count data from 2017 was used due to road closures along Cathedral Oaks Road between Winchester Canyon Road and Calle Real. Figure 3 (attached) illustrates the Existing AM and PM peak hour traffic volumes.

Levels of service were calculated for the signalized intersections using the City's "Intersection Capacity Utilization" (ICU) methodology. Levels of service for the unsignalized intersections were calculated using the methodology outlined in the Highway Capacity Manual (HCM).¹ The levels of service for the stop sign controlled intersections are reported as the average weighted delay in seconds for the movements that are required to wait for a gap. Table 3 lists the existing levels of service for the study-area intersections.

¹ Highway Capacity Manual, Transportation Research Board, 2016.

Table 3
Existing Intersection Operations

Intersection	Control	AM Peak		PM Peak	
		ICU/Delay	LOS	ICU/Delay	LOS
Winchester Canyon Rd/Calle Real (a)	Stop-Sign	8.5 sec.	LOS A	10.1 sec.	LOS B
Winchester Canyon Rd/US 101 Off-NB Ramp (a)	Stop-Sign	11.1 sec.	LOS B	11.7 sec.	LOS B
Cathedral Oaks Rd/Northgate Drive (a)	Stop-Sign	10.2 sec.	LOS B	9.5 sec.	LOS A
Cathedral Oaks Rd/Alameda Avenue	Signal	0.42	LOS A	0.32	LOS A
Cathedral Oaks Rd/Glen Annie Road	Signal	0.58	LOS A	0.56	LOS A
Glen Annie Rd/Calle Real-US 101 NB Ramps	Signal	0.55	LOS A	0.65	LOS B
Storke Rd/US 101 SB Ramps	Signal	0.47	LOS A	0.50	LOS A
Storke Rd/Hollister Ave	Signal	0.51	LOS A	0.70	LOS B

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

The data presented in Table 3 study-area intersections currently operate at LOS C or better during the AM and PM peak hour periods, which meets the City's LOS C standard.

PROJECT TRIP GENERATION ESTIMATES

Trip generation estimates were calculated for the proposed housing development using trip generation rates published in the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition.² The trip generation rates for Single - Family Detached Housing (Land Use Code #210) and Affordable Housing – Income Limits (Land Use Code #223) were used to estimate traffic for the proposed residential development. Table 4 presents the results of the trip generation analysis.

Table 4
Project Trip Generation

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Market Single Family(a)	45 Units	9.43	424	0.70	31 (8/23)	0.94	42 (2715)
Affordable Single Family (b)	11 Units	4.81	53	0.50	6 (2/4)	0.46	5 (3/2)
Total Trip Generation:		477			37 (10/27)		47 (30/17)

(a) Trip generation based on ITE Land Use Code #210 (Single-Family Detached Housing)

(b) Trip generation based on ITE Land Use Code #223 (Affordable Housing – Income Limits)

² Trip Generation, Institute of Transportation Engineers, 11th Edition, 2021.

The data presented in Table 4 indicate that the Project is forecast to generate 477 ADT, 37 AM peak hour trips and 47 PM peak hour trips.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution percentages were developed for the Project based on existing traffic flows and consideration of the retail, school and employment centers in the surrounding area (trip distribution parameters were reviewed and approved by City staff). Table 5 presents the trip distribution percentages developed for the Project. The project trip distribution and assignment is illustrated on Figure 4.

Table 5
Trip Distribution Percentages

Route	Origin/Destination	Percentage
U.S. Highway 101		
- Via Hollister Avenue Interchange	West	5%
- Via Hollister Avenue Interchange	East	5%
- Via Storke Road Interchange	East	45%
Cathedral Oaks Road	East	10%
Hollister Avenue	East of Storke Road	15%
	West of Storke Road	10%
Storke Road	South of Hollister Avenue	10%
Total:		100%

TRAFFIC CONSISTENCY DISCUSSION

The City of Goleta and the County of Santa Barbara have standards within their circulation elements that require the local roadways and intersections that serve the Project to operate at LOS C or better with the Project traffic volumes. A deficiency plan is required where LOS C is exceeded. The Circulation Element policies include an exception for the Storke Road - Hollister Avenue intersection, where the policy is to maintain LOS D or better with a volume-to-capacity of 0.89 or better.

With the forecasted Existing + Project AM and PM peak hour trips illustrated on Figure 5, the Shelby Residential Project is unlikely to exceed these standards, particularly in the signalized Glen Annie Road - Storke Road corridor. The Project would not be required to implement improvements at the key intersections in this corridor, including the Glen Annie Road/Cathedral Oaks Road intersection and the Storke Road/U.S. Highway 101 interchange, in order to maintain LOS C operations. Additionally, any alternative transportation strategies (transit, bicycle and pedestrian facilities) could be considered to reduce the overall level of traffic generated by the Project.

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 City of Goleta has published a "VMT Thresholds Study"³, in compliance with Senate Bill 743, which includes a requirement to analyze VMT as the transportation impact metric for CEQA rather than the traditional Level of Service (LOS) metric used previously.



Screening Criteria

Consistent with the recommendations in the OPR Technical Advisory, Section 3.6 of the City of Goleta's VMT Thresholds Study establishes screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less than significant VMT impact as follows:

3.6 Affordable Housing Development

"Housing projects with a minimum of 20% low and or very; low affordable deed restricted housing units are presumed to be less than significant."

The Shelby Residential development does provide 11 deed restricted affordable housing lots; however, all 11 lots do not meet the low and very low affordable criteria.

Residential VMT Analysis

As part of the SB 743 implementation process, the City of Goleta and County of Santa Barbara have developed "Project-Level VMT Calculators" to evaluate land use projects. The calculators include a database of VMT information using data from the SBCAG regional model. The VMT data is reported as (1) total VMT, (2) total VMT per service population, (3) home-based VMT per resident, and (4) home-based-work VMT per employee.

³

VMT Thresholds Study, City of Goleta, GHD, July 2020.

City of Goleta

The City's VMT Calculator was used to develop the VMT estimates for the residential development project. Table 6 presents the results of the analysis and identifies potential VMT impacts based on the City's thresholds of significance (City VMT calculation worksheet attached).

Table 6
City of Goleta VMT Analysis – Residential

Project VMT Estimate	City Threshold	% Over	Potential Impact?
21.24 VMT Per Resident	16.79 VMT Per Resident	21.0%	YES

The data presented in Table 6 indicate that the residential Project would generate 21.24 VMT per resident which exceeds the City's threshold of 16.79 VMT per resident (as shown on the attached City VMT calculation worksheet). The Project's VMT is 21% over the City of Goleta VMT threshold. The Project would therefore have a potentially significant impact based on City Thresholds.

Santa Barbara County

The County's VMT Calculator was also used to develop the VMT estimates for the residential development project given it's proximity to unincorporated Santa Barbara County. Table 6 presents the results of the analysis and identifies potential VMT impacts based on the County's thresholds of significance (County VMT calculation worksheet attached).

Table 7
County of Santa Barbara VMT Analysis – Residential

Project VMT Estimate	County Threshold	% Over	Potential Impact?
15.9 VMT Per Resident	14.9 VMT Per Resident	6.3%	YES

The data presented in Table 7 indicate that the residential Project would generate 15.9 VMT per resident which exceeds the County's threshold of 14.9 VMT per resident (as shown on the attached County VMT calculation worksheet). The Project's VMT is 6.3% over the County of Santa Barbara VMT threshold. The Project would therefore have a potentially significant impact based on County Thresholds.

VTM REDUCTION STRATEGIES

Given the results of the City and County VMT calculator analysis, VMT reduction strategies will be required to reduce the VMT (and overall traffic) generated by the Shelby Residential Project. Strategies from the six VMT reduction parent strategies can be used. A Project may propose reduction strategies that are not included in the list of approved VMT reduction strategies as described in the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity, December 2021.

As noted, the Project will be required to select and incorporate into the Project final design appropriate VMT trip reduction measures from the list provided in the CAPCOA. The measures presented in Table 8 can be incorporated as Project Design Features.

Table 8
VTM Project Design Features

VTM REDUCTION MEASURES	CAPCOA VTM REDUCTION	% Reduction Assumed
Land Use / Location		
<i>Integrate Affordable and Below Market Rate Housing</i> Income has a statistically significant effect on the probability that a commuter will take transit, walk or ride a bicycle to work. The applicant will provide 9% low-income units (5 units). In addition, the applicant will provide 5% moderate-income units and 5% above-moderate (work-force) units, for a total of 20% income-restricted units.	0.04%- 1.2%	1.2%
<i>Locate Project Near Bike Path/Bike Lane</i> A Project that is designed around an existing or planned bicycle facility encourages alternative mode use. The Project site is located just north of Cathedral Oaks Road. There is a Class I bike path and Class II bike lanes on Cathedral Oaks Road adjacent to the site. These bike lanes connect to the Class II bike lanes on Glen Annie Road, Storke Road, and Hollister Avenue (see attached bike route map).	Part of LUT-8	2%
Neighborhood / Site Design		
<i>Provide Pedestrian Network Improvements</i> The Project design includes pedestrian sidewalks throughout the internal portions of the site. The Project would provide a safe path from the Project to the adjacent transit stop. Pedestrian walkways would connect to the existing pedestrian facilities along Glen Annie Road and Cathedral Oaks Road.	0%-2%	2%
Trip Reduction Programs		
<i>Telecommuting and Alternative Work Schedules</i> The on-set of COVID - 19 has created a shift in necessity of an in-person workforce for some occupations and industries. The Project would provide enhanced features to promote and encourage remote work from home opportunities.	0.07%-5.50%	5.5%
Estimated VMT Reduction:		10.7%

The VMT reduction due to the Project Design Features would not, however, fully reduce the Project's VMT estimates to a less than significant level. The Shelby Residential Project will be required to select additional VMT mitigation measures listed below in Table 9.

Table 9
Additional VMT Mitigation Measures

VMT REDUCTION MEASURES	CAPCOA VMT REDUCTION	% Reduction Assumed
Land Use / Location		
<i>Improve Design of Development</i> The Project would implement or provide funding for improvements to corridors and crossings for bike networks identified within a one-half mile buffer of the project boundary to support safe and comfortable bicycle travel, particularly along Cathedral Oaks Road.	3%-21.3%	3%
Transit		
<i>Extend Transit Network Coverage or Hours</i> The Project would expand the local transit network by modifying the existing transit service by providing a bus stop adjacent to the Project site on Cathedral Oaks Road.	0.1%-8.2%	4.6%
Trip Reduction Programs		
<i>Implement School Pool Program</i> The Project site is located approximately 800 feet north of the Dos Pueblos High School, less than 1 mile northeast of the Brandon Elementary School, and approximately 2.5 miles west of the Goleta Valley Junior High School. The project could work with the school district to create a ridesharing program for school children. School Pool helps match parents to transport students to private schools, or to schools where students cannot walk or bike but do not meet the requirements for bussing.	7.2%-15.8%	1.5% (a)
Estimated VMT Reduction:		9.1%

(a) VMT reduction range only applies to school related traffic (Home-based School trips account for 10% of ADT).

It is anticipated that implementation of the CAPCOA VMT reduction measures would reduce the Project's VMT impacts by 19.8% to 17.03 VMT per resident for the City of Goleta. This reduction would not, however, fully reduce the Project's VMT estimates (based on the City of Goleta VMT Sketch VMT Tool) to a less than significant level. It is noted that recently adopted State of California Assembly Bill (AB) 130 has created a new way to mitigate significant transportation-related VMT impacts - the Transit-Oriented Development Implementation Fund. This mitigation fund may be available in the future to provide a VMT mitigation measure to offset the Project's potential CEQA impact. Implementation of the CAPCOA VMT reduction measures would reduce the Project's VMT impacts below the Santa Barbara County threshold to 12.75 VMT per resident.

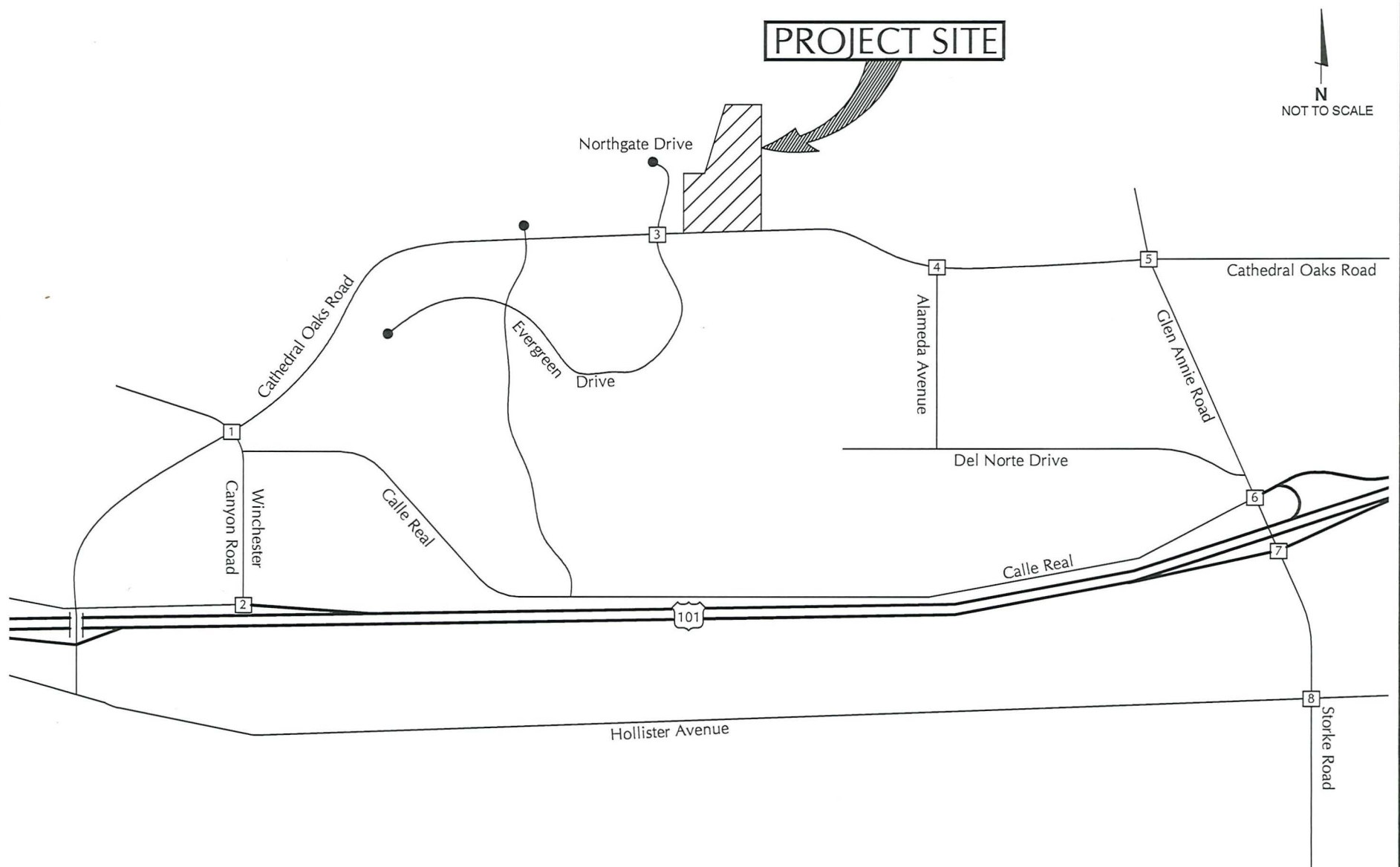
Associated Transportation Engineers,

A handwritten signature in black ink, appearing to read "Scott A. Schell". The signature is fluid and cursive, with the first name "Scott" being the most prominent part.

Scott A. Schell
Principal Transportation Planner

SAS/DFN

Attachments: Figures 1 -5
City of Goleta Sketch VMT Tool
County of Santa Barbara VMT Tool



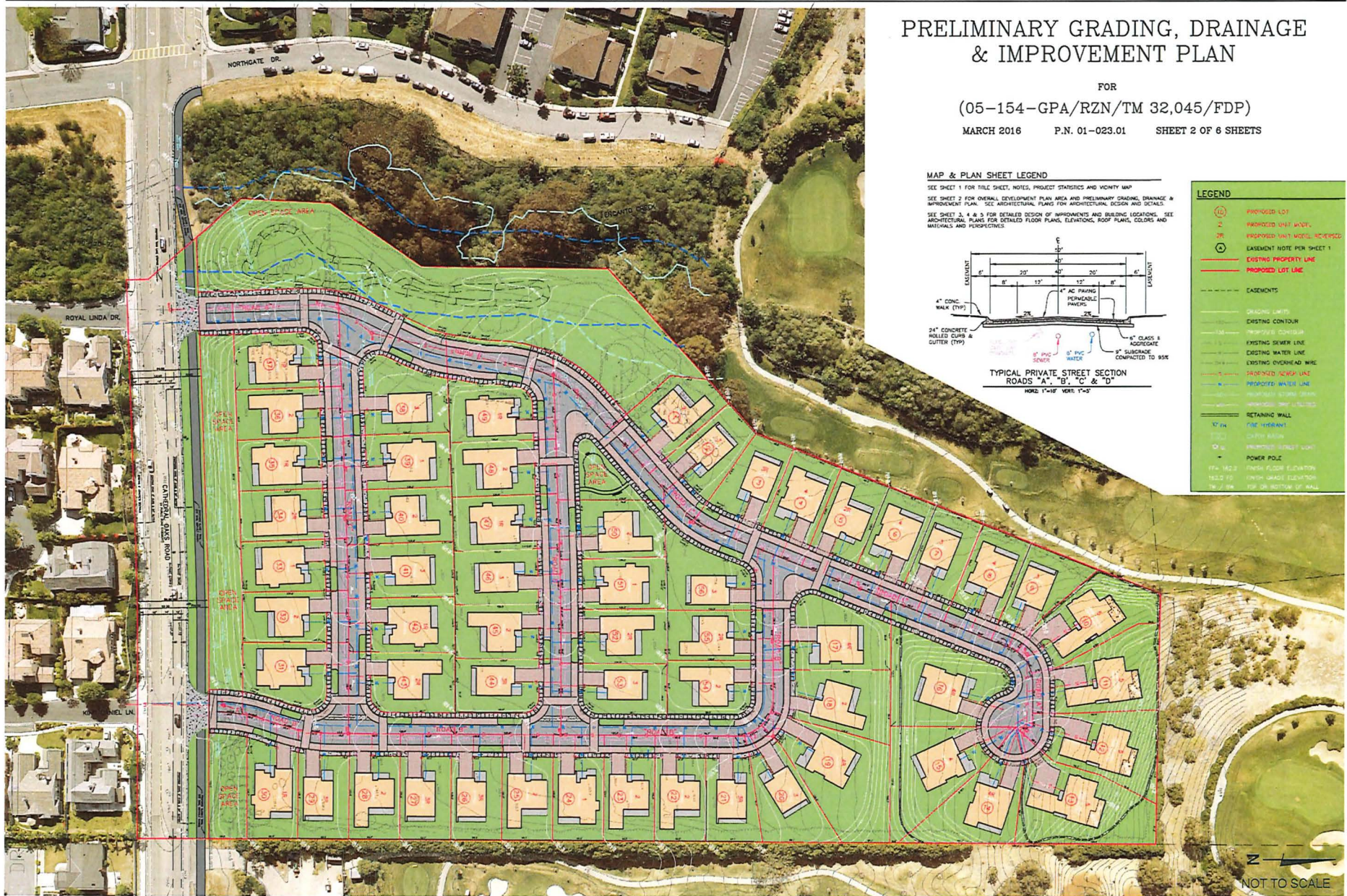
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ENGINEERS

EXISTING STREET NETWORK AND PROJECT LOCATION

FIGURE

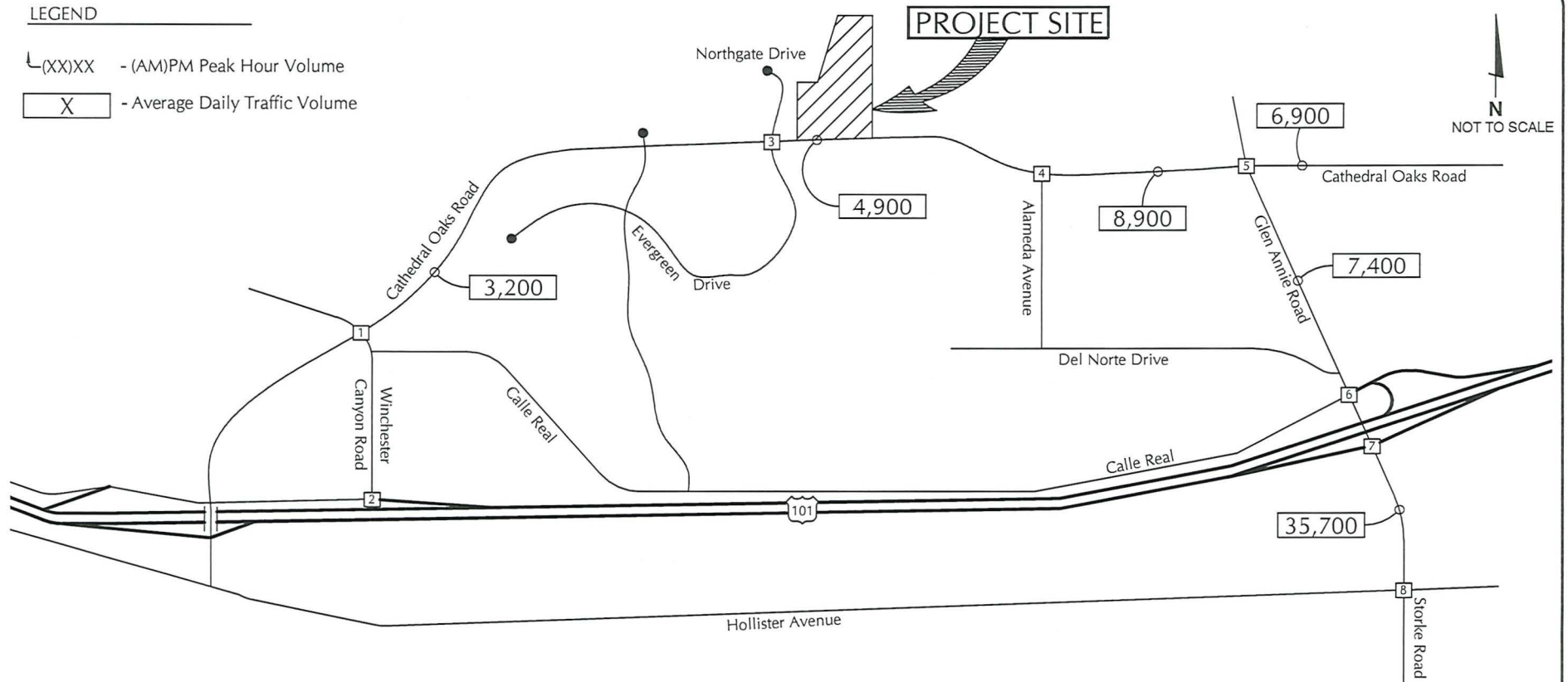
1

JH - ATE#25050



LEGEND

- (XX)XX - (AM)PM Peak Hour Volume
 X - Average Daily Traffic Volume



N
 NOT TO SCALE

1 12/23 46/27 31/58 18/15 76/97 14/10	2 109/148 52/39	3 17/19 10/1 4/10 7/4 112/207 7/3	4 182/245 22/77 174/68 29/34	5 18/7 44/24 14/5 6/4 255/296 174/202	6 340/322 13/6 6/5 19/40 22/4 341/567	7 122/1014 306/544 9/9 1/0 66/156 7/69/962 331/559	8 166/253 501/502 633/381 624/457 395/293 91/42
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EXISTING TRAFFIC VOLUMES

FIGURE 3

JH - ATE#25050

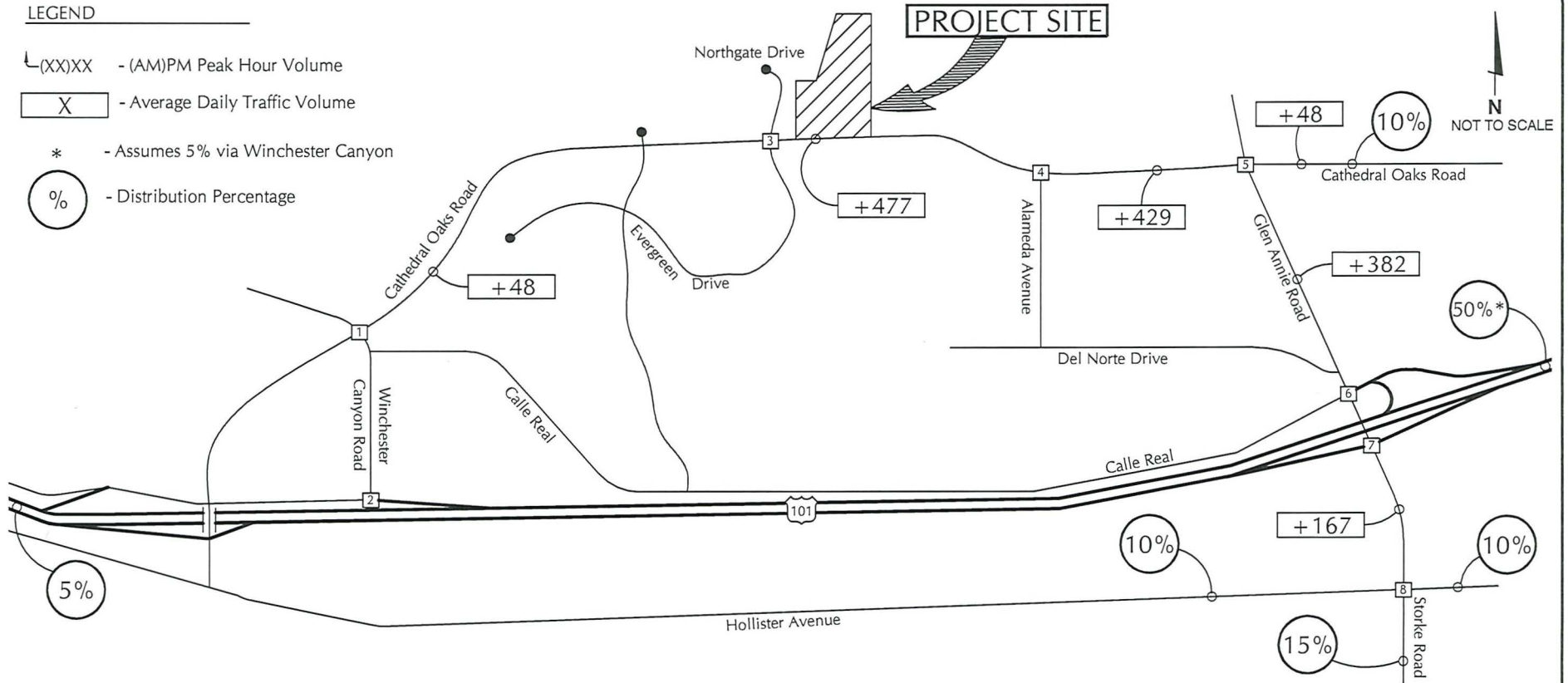
LEGEND

└(XX)XX - (AM)PM Peak Hour Volume

└ X - Average Daily Traffic Volume

* - Assumes 5% via Winchester Canyon

○ % - Distribution Percentage



1		2		3		4		5		6		7		8	
	└ (3)2		└ (1)2		└ (3)2		└ (9)27		└ (1)3		└ (5)14		└ (1)3		└ (1)3
1(0)	└ (1)2			3(1)		15(24)		1(2) 14(22)	└ (8)24		└ (4)13		└ (3)10	3(1)	└ (1)4



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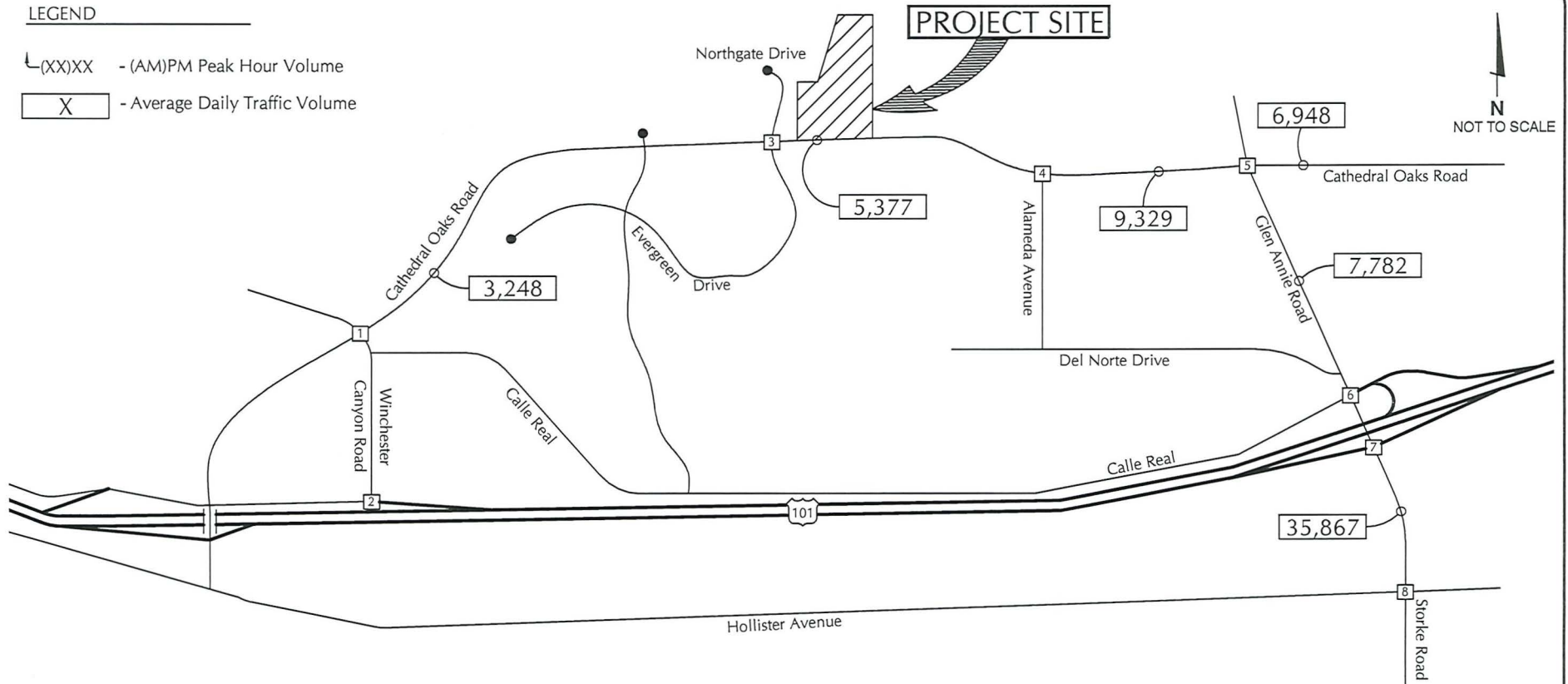
PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 4

JH - ATE#25050

LEGEND

- (XX)XX - (AM)PM Peak Hour Volume
 X - Average Daily Traffic Volume



N
 NOT TO SCALE

1 12(23) 46(27) 31(58) 18(15) 77(97) 14(10) (11)12 (139)49 (10)17 (53)32 (19)11 (33)20	2 109(148) 52(39)	3 17(19) 1(1) 4(10) 7(4) 115(208) 7(3) (5)25 (111)200 (27)56 (67)57 (0)1 (3)4	4 (194)344 (138)84 197(269) 22(77) (174)68 (29)34	5 18(7) 44(24) 14(5) 6(4) 256(298) 188(224) (13)21 (282)223 (75)109 (101)108 (32)40 (268)247	6 354(34) 13(6) 19(40) 22(4) 341(567) (207)176 (336)333 (659)994 (44)147 (157)188 (132)187	7 314(556) 1278(1024) 9(9) 1(0) 66(156) (769)962 (334)569	8 168(256) 503(506) 635(384) 627(458) 395(293) 91(42) (103)257 (176)598 (157)258 (124)116 (534)658 (51)124
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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 5

JH - ATE#25050

Residential Only Land Use Projects

Residential Only uses appropriate for this category include any type of dwelling unit such as single or multifamily housing.
The analysis computes the VMT per capita and compares against the City of Goleta thresholds

**Project Information**

Project Name: Shelby Residential Project

Address: 96 GLEN ANNIE RD, GOLETA, CA 93117

APN: 077-053-019

SBCAG TAZ: 20019

Goleta TAZ: 19

VMT District: 10

Geographic Screening: Not eligible for geographic screening for this development type

Residential Project Inputs

Daily Trips	<--- Choose type of Trip Generation input (Daily Trips or Housing Units)
56	<--- Enter Number of Housing Units
477	<--- Enter Number of Daily Trips

Mitigation:

If needed, Mitigation Analysis must be conducted separately, entered here, and approved by City of Goleta

Combination of Strategies	<--- Choose type of Mitigation
21.0%	<--- Mitigation Percent
<input type="range"/>	<--- Slider for Mitigation Reduction

[Click for CAPCOA Reference](#)
**Notes:**

- 1) Trip generation takes user input for daily trips
- 2) Default parameters used for VMT analysis
- 3) Mitigation Type = Combination of Strategies; for a total reduction of 21%

Results

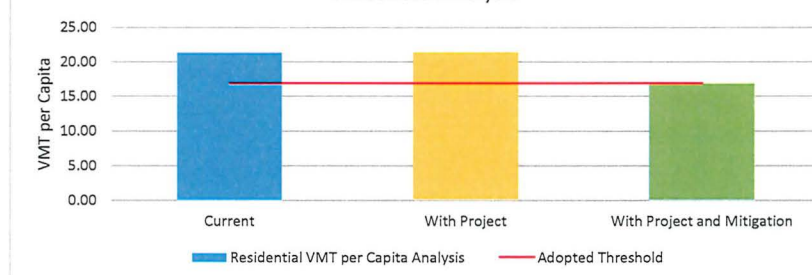
Not eligible for geographic screening for this development type

Growth Assuptions

VMT District: 10	Housing Units	Population
Current	1	4
Added	56	112
New Total	57	116

Residential VMT per Capita Analysis

VMT District: 10	VMT per Capita	Adopted Threshold
Current	21.31	16.79
With Project	21.24	16.79
With Project and Mitigation	16.78	16.79

Threshold Analysis**Final Result:**

Project Meets Threshold With Mitigation

Chart 6-2: Transportation Strategies Organization

Transportation Measures (Five Subcategories) Global Maximum Reduction (all VMT): urban = 75%; compact infill = 40%; suburban center or suburban with NEV = 20%; suburban = 15%					Global Cap for Road Pricing needs further study	
Transportation Measures (Four Categories) Cross-Category Max Reduction (all VMT): urban = 70%; compact infill = 35%; suburban center or suburban with NEV = 15%; suburban = 10%					Max Reduction = 25% (all VMT)	
Land Use / Location Max Reduction: urban = 65%; compact infill = 30%; suburban center = 10%; suburban = 5%	Neighborhood / Site Enhancement Max Reduction: without NEV = 5%; with NEV = 15%	Parking Policy / Pricing Max Reduction = 20%	Transit System Improvements Max Reduction = 10%	Commute Trip Reduction (assumes mixed use) Max Reduction = 25% (work VMT)	Road Pricing Management Max Reduction = 25%	Vehicles
Density (30%)	Pedestrian Network (2%)	Parking Supply Limits (12.5%)	Network Expansion (8.2%)	CTR Program Required = 21% work VMT Voluntary = 6.2% work VMT	Cordon Pricing (22%)	Electrify Loading Docks
Design (21.3%)	Traffic Calming (1%)	Unbundled Parking Costs (13%)	Service Frequency / Speed (2.5%)	Transit Fare Subsidy (20% work VMT)	Traffic Flow Improvements (45% CO ₂)	Utilize Alternative Fueled Vehicles
Location Efficiency (65%)	NEV Network (14.4) <NEV Parking>	On-Street Market Pricing (5.5%)	Bus Rapid Transit (3.2%)	Employee Parking Cash-out (7.7% work VMT)	Required Contributions by Project	Utilize Electric or Hybrid Vehicles
Diversity (30%)	Car Share Program (0.7%)	Residential Area Parking Permits	Access Improvements	Workplace Parking Pricing (19.7% work VMT)		
Destination Accessibility (20%)	Bicycle Network <Lanes> <Parking> <Land Dedication for Trails>		Station Bike Parking	Alternative Work Schedules & Telecommute (5.5% work VMT)		
Transit Accessibility (25%)	Urban Non-Motorized Zones		Local Shuttles	CTR Marketing (5.5% work VMT)		
BMR Housing (1.2%)			Park & Ride Lots*	Employer-Sponsored Vanpool/Shuttle (13.4% work VMT)		
Orientation Toward Non-Auto Corridor				Ride Share Program (15% work VMT)		
Proximity to Bike Path				Bike Share Program		
				End of Trip Facilities		
				Preferential Parking Permit		
				School Pool (15.8% school VMT)		
				School Bus (6.3% school VMT)		

Note: Strategies in bold text are primary strategies with reported VMT reductions; non-bolded strategies are support or grouped strategies.



COUNTY OF SANTA BARBARA VMT TOOL

version 2.0

Project Information

Project Name	NOP Year
Shelby Residential Project	2025
Parcel Numbers	(County Land Use and Zoning Map)
77530021	

Project Land Use Information

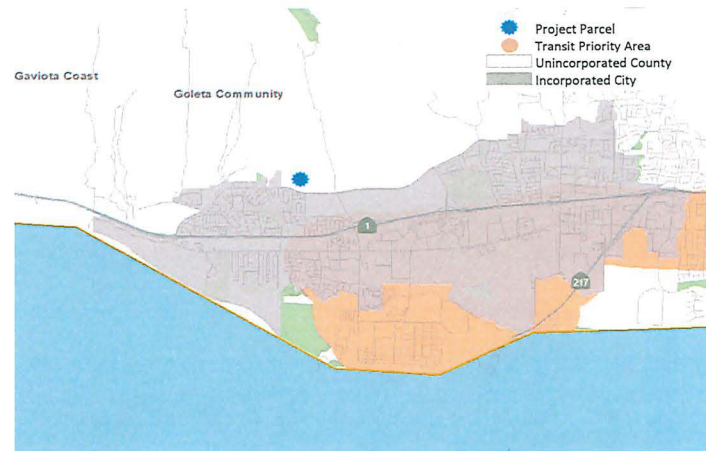
Residential	Values	Unit
Single-Family Housing	45	DU
Multi-Family Housing	0	DU
Affordable Housing	11	DU
Employment	Values	Unit
General Office	0.000	KSF
Medical Office	0.000	KSF
Retail / Service	0.000	KSF
Light Industrial	0.000	KSF
Manufacturing	0.000	KSF
Custom Land Use	Values	Unit
Custom Land Use (ignores all other land use entries)	0	Daily Trips

Project Daily Trips = 470

Screening Criteria

Does the project generate 110 or fewer average daily trips? (enter project land use in the section above)	No
Is the project screened in a Transit Priority Area?	No
Does the project have locally serving retail uses that are 50,000 square feet or less?	N/A
Is the project located in a VMT efficient area for Residential uses?	No
Is the project located in a VMT efficient area for Employment uses?	N/A
Is the residential portion of the project 100% affordable housing (units set aside for very low income and low income households)?	No

Project Location



Project VMT Estimate



The parcel number: 77530021 is considered a rural parcel. This tool is not calibrated to analyze rural parcels land uses. However, the tool may still be used to determine if the project may be screened based on daily project trips, affordable housing, or local serving retail. Project cannot be screened from analyzing potential impacts to VMT (threshold b), and a VMT transportation study may be required.