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TRIP GENERATION COMPARISON, SITE ACCESS AND VMT ANALYSIS FOR THE RICHARDS RANCH PROJECT, SANTA BARBARA COUNTY

Associated Transportation Engineers (ATE) has prepared the following trip generation comparison, site access and VMT analysis for the Richards Ranch Project. The study updates the previous analysis completed by ATE for the Project based on the updated Project statistics.

INTRODUCTION

ATE previously prepared a traffic, circulation and VMT study for the Richards Ranch Project that was proposed for annexation to the City of Santa Maria (the "2024 Santa Maria Project"). ATE also completed additional trip generation estimates for the 2024 Santa Maria Project that were included in the EIR published by the City of Santa Maria.

The Richards Ranch Project has filed an application with the County of Santa Barbara for a Builder's Remedy Project ("County Builder's Remedy Project") and the Project statistics have been modified. Figure 1 (attached), shows the updated site plan for the County Builder's Remedy Project. The following analysis compares the trip generation estimates between the 2024 Santa Maria Project and the County Builder's Remedy Project. Additionally, the analysis provides a discussion of the Project site access driveways and street improvements. The analysis also contains an updated "Vehicle Miles Traveled" (VMT) analysis for the County Builder's Remedy Project using the County's adopted impact criteria.

PROJECT STATISTICS

The Project statistics from the EIR have since been modified. Table 1 provides a summary of the land uses assumed for each parcel for the 2024 Santa Maria Project and the currently proposed County Builder's Remedy Project.

Table 1
Assumed Land Use Statistics

Parcel	Land Use	2024 Santa Maria Project	County Builder's Remedy Project
Parcel 1 (Northwest)	Gas Station with Mart	10 Fueling Positions	12 Fueling Positions
	Lube Station	3 Bays	-
	Car Wash-Automated	-	1 Tunnel
Parcel 2 (Northeast)	Shopping Center	55,000 SF	-
	Sit-Down Restaurant	5,000 SF	-
	Fast-Food Restaurant w/ Drive-Thru (5)	15,250 SF	-
	Fast Casual Restaurant	6,000 SF	-
	Mini-Storage	39,500 SF	141,160 SF
	Residential	-	72 Units
Parcel 3 (Southwest)	Fast-Food Restaurant w/ Drive-Thru	3,500 SF	3,419 SF
	Car Wash-Automated	1 Tunnel	1 Tunnel
Parcel 4 (Southeast)	Apartments/Townhomes	495 Units	522 Units
	Affordable Housing	-	156 Units

PROJECT TRIP GENERATION

Trip Generation Rates

Trip generation estimates were calculated for the current County Builder's Remedy Project using the rates contained in the ITE Trip Generation Manual, 11th Edition.[1] The rates for Multi-Family Housing Low-Rise (Land Use Code #220), Affordable Housing (Land Use Code #223), Fast Food Restaurant With Drive-Through Window (Land Use Code #934), Convenience Store/Gas Station (Land Use Code #945) and Mini-Warehouse (Land Use Code #151) were used for the analysis. Trip generation for the car wash was derived from local studies.

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

Internal Capture Trip Estimates

Given the mix of land uses, there will be some trips that travel between the various parcels that comprise the site and not affect the off-site street network. "Internal Capture" trips include trip interactions between the commercial uses as well as between the commercial uses and residential uses. The analysis assumes 45% of the automated car wash customers would come from the service station or convenience market. The ITE mixed-use traffic model was used to estimate the number of trips that would be captured within the site (mixed-use model attached). Based on the results of the model, the 2024 Santa Maria Project assumed internal factors of 19% for ADT, 8% for the AM peak hour, and 30% for the PM peak hour. With the updated statistics, the County Builder's Remedy Project assumed internal factors of 19% for ADT, 13% for the AM peak hour, and 24% for the PM peak hour. It is noted that the internal factor for the PM peak hour was reduced for the County Builder's Remedy Project due to a reduction of commercial uses as part of the Project. Table 2 summarizes the trip generation comparison with the internal factors for the 2024 Santa Maria Project and the County Builder's Remedy Project (detailed worksheets attached).

Table 2
Project Trip Generation Comparison – With Internal Capture

Component	ADT	AM Peak Trips	PM Peak Trips
County Builder's Remedy Project	7,469	580	569
2024 Santa Maria Project	16,768	1,332	1,221
Net Totals	**-9,299**	**-752**	**-652**

The data in Table 2 show that the County Builder's Remedy Project is forecast to generate 9,299 less ADT, 752 less AM peak hour trips and 652 less PM peak hour trips than the 2024 Santa Maria Project (includes both primary and pass-by trips).

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 retail and restaurant uses. Pass-By trips are trips that would come from the existing traffic streams on Orcutt Expressway, the Union Valley Parkway (UVP), and Orcutt Road; 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 percentages for the shopping center and restaurant uses range between 40% - 55%, the Pass-By trip percentage for the gas station is 75%, and the Pass-By trip percentage for the car wash is 20%. No AM pass-by rates are provided for shopping center and sit-down restaurant. To be conservative, the analysis assumed a 20% pass-by factor for the AM peak hour for these two land-uses. Table 3 summarizes the primary trip generation comparison with the pass-by factors for the 2024 Santa Maria Project and the County Builder's Remedy Project (detailed worksheets attached).

Table 3
Project Trip Generation Comparison – Primary Trips

Component	ADT	AM Peak Trips	PM Peak Trips
County Builder's Remedy Project	5,244	383	391
2024 Santa Maria Project	10,189	787	693
Net Totals (Primary Trips)	**-4,945**	**-404**	**-302**

The data in Table 3 show that the County Builder's Remedy Project is forecast to generate 4,945 less ADT, 404 less AM peak hour trips and 302 less PM peak hour trips than the 2024 Santa Maria Project based on the pass-by trip reductions.

SITE ACCESS AND CIRCULATION

The County Builder's Remedy Project proposes the same improvements, shown in Figure 2, that were developed for the 2024 Santa Maria Project, which would accommodate the smaller traffic volumes forecast for the County Builder's Remedy Project. It is noted that the site access and frontage improvements developed for the 2024 Santa Maria Project were reviewed multiple times by City and County staff.

As shown in Figure 2, access to each of the parcels would remain as shown in the 2024 Santa Maria Project. Additionally, the proposed frontage improvements along Orcutt Road and UVP would still be included. As noted previously, the County Builder's Remedy Project is forecast to generate less trips than the 2024 Santa Maria Project, therefore the driveway operations, driveway queuing and driveway sight distances previously analyzed are considered conservative and sufficient.

VMT ANALYSIS

The VMT analysis contained in the 2024 Santa Maria Project was conducted using the City of Santa Maria's adopted VMT impact criteria. The following VMT analysis for the County Builder's Remedy Project uses the County's adopted VMT impact criteria.

The County of Santa Barbara has adopted a new set of CEQA transportation impact standards, in compliance with Senate Bill 743, which are based on a Vehicle Miles Traveled (VMT) metric rather than the traditional Level of Service (LOS) metric.[2] Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, 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.

2 Transportation Analysis Updates in Santa Barbara County, County of Santa Barbara, July 2020.

VMT Thresholds of Significance

The County's VMT thresholds of significance for land use projects are summarized in Table 4.

Table 4
Project VMT Thresholds of Significance

Project Type Use	Threshold for Determination of Significant VMT Impact
Residential	Project VMT exceeds a level of 15 percent below existing county VMT for home-based VMT per resident.
Employment	Project VMT exceeds a level of 15 percent below existing county VMT for home-based work VMT per employee.
Regional Retail	Project VMT results in a net increase in total VMT.
Mixed-Use Projects	Evaluate each project component independently using the applicable thresholds of significance above for each component (e.g., for a mixed-use project with residential and office uses, apply the residential and employment thresholds of significance for each component separately).
Other Land Use Types	For project types not listed above (e.g., school, sports or entertainment facility, park), the County will apply an absolute VMT threshold (e.g., total VMT or total roadway VMT) or efficiency-based VMT threshold (e.g., homebased VMT per resident, home-based work VMT per employee, or total VMT per service population). The applicable threshold will depend on the project's characteristics, including whether the project is locally or regionally serving. For projects that generally produce job-related travel (i.e., employment), the analysis can compare the project's VMT (i.e., home-based work VMT per employee) to existing county VMT. For projects that serve the region, the analysis can compare the project's total VMT to existing VMT, or compare the project's net increase in total VMT to the study area VMT

VMT Thresholds and Screening Criteria

Table 5 provides a summary of the County's VMT screening criteria for land use projects based on the OPR Technical Advisory. The table contains a separate row and columns that list each project type and the applicable screening criteria. A project that meets at least one of these screening criteria would have a less-than-significant impact and therefore would not require further VMT analyses.

Table 5
Santa Barbara County VMT Screening Criteria

SCREENING CATEGORIES	PROJECT REQUIREMENTS TO MEET SCREENING CRITERIA
Project Size	A project that generates 110 or fewer daily trips.
Local Serving Retail	A project that has locally serving retail uses that are 50,000 square feet or less, such as specialty retail, shopping center, grocery/food store, bank/financial facilities, fitness center, restaurant, or cafe. If a project also contains a nonlocally serving retail use(s), that use(s) must meet other applicable screening criteria
Project Located in a VMT Efficient Area	A residential or employment project that is located in an area that is already 15 percent below the county VMT (i.e., "VMT efficient area"). The County's Project Level VMT Calculator determines whether a proposed residential or employment project is located within a VMT efficient area.
Transit Proximity	A project that is located within a ½ mile of a major transit stop or within a ½ mile of a bus stop on a high-quality transit corridor (HQTC). A major transit stop is a rail station or a bus stop with two or more intersecting bus routes with service frequency of 15 minutes or less during peak commute periods. A HQTC is a corridor with fixed route bus service with frequency of 15 minutes or less during peak commute periods. However, these screening criteria do not apply if project-specific or location-specific information indicates the project will still generate significant levels of VMT. Therefore, in addition to the screening criteria listed above, the project should also have the following characteristics: • Floor area ratio (FAR) of 0.75 or greater; • Consistent with the applicable SBCAG Sustainable Communities Strategy (as determined by the County); • Does not provide more parking than required by the County's Comprehensive Plan and zoning ordinances; and • Does not replace affordable housing units (units set aside for very low income and low income households) with a smaller number of moderate or high-income housing units.
Affordable Housing	A residential project that provides 100 percent affordable housing units (units set aside for very low income and low income households); if part of a larger development, only those units that meet the definition of affordable housing satisfy the screening criteria.

Criteria For Mixed-Use Developments

The County's CEQA Thresholds provides the following guidance for mixed-use projects:

> "Mixed-Use Projects - Evaluate each project component independently using the applicable thresholds of significance above for each component (e.g., for a mixed-use project with residential and office uses, apply the residential and employment thresholds of significance for each component separately)."

Based on this requirement, the potential VMT impacts of each Project component were analyzed separately, as reviewed in the following sections.

Restaurant/Retail VMT Impact Analysis

Restaurant/Retail VMT Thresholds and Screening Criteria

The County's VMT screening threshold for the restaurant/retail component of the Project is listed below.

> "Locally Serving Retail - A project that has locally serving retail uses that are 50,000 square feet or less, such as *specialty retail,* shopping center, grocery/food store, bank/financial facilities, fitness center, restaurant, or cafe. If a project also contains a non-locally serving retail use(s), that use(s) must meet other applicable screening criteria."

Restaurant/Retail VMT Analysis

Given the size of the restaurant/retail component of the Project, it would be considered "local-serving" based on the County's thresholds (50,000 SF or less). The restaurant/retail component of the mixed-use project would therefore have a less than significant impact based on County thresholds.

Mini-Storage VMT Impact Analysis

Mini-Storage VMT Thresholds and Screening Criteria

The County's VMT screening threshold for the mini-storage component of the Project is listed below.

> "Project Size – A Project that generates 110 or fewer daily trips"

Mini-Storage VMT Analysis

The mini-storage component of the Project is forecast to generate 166 ADT, thus a VMT analysis is required.

VMT Thresholds

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).

VMT Analysis

The mini-storage component of the Project would provide convenient storage opportunities for the Project's proposed multifamily units as well as the surrounding residential neighborhoods which are currently underserved for mini-storage services.

The nearest storage facility is located approximately 2.1 miles northwest of the site. Given the lack of mini-storage facilities in the Project study area and along the whole stretch of Union Valley Parkway, it is anticipated that the proposed mini-storage will result in a significant reduction in VMT within the County and the Orcutt Area.

Residential VMT Impact Analysis

Residential VMT Thresholds and Screening Criteria

The County's VMT screening threshold for residential component of the Project is as follows:

> "Residential - Project VMT exceeds a level of 15 percent below existing county VMT for home-based VMT per resident."

Residential VMT Analysis

As part of the SB 743 implementation process, the County developed a "Project-Level VMT Calculator" to evaluate land use projects. The calculator includes a database of VMT information using data from the SBCAG regional model. The VMT data are 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.

The County's VMT Calculator was used to develop the VMT estimates for the residential component of the Project (VMT calculator results attached). As noted previously, the ITE mixed-use traffic model shows that up to 19% (average of AM and PM peak hours) of the trips generated by the residential component of the Project would be internal to the site. This 19% mixed-use factor was also applied to the County's VMT estimates to determine if the Project would exceed the County's VMT impact thresholds. Table 5 presents the results of the analysis (VMT calculation worksheet attached).

Table 5
VMT Analysis – Residential Component

Parcel	# of Units	Project VMT Estimate (With 19% Mixed-Use Reduction)	County Threshold	Potential Impact?
Northeast Parcel	72 Units	13.9 VMT Per Resident	14.9 VMT Per Resident	NO
Southeast Parcel	678 Units	14.9 VMT Per Resident	14.9 VMT Per Resident	NO
Average		14.4 VMT Per Resident	14.9 VMT Per Resident	NO

The data presented in Table 5 indicate that the residential portion of the Project would generate an average of 14.4 VMT per resident with the mixed-use adjustments, which would not exceed the County's threshold of 14.9 VMT per resident (as shown on the VMT Calculator worksheet). The residential portion of the Project would therefore have a less than significant impact based on County Thresholds.

This concludes ATE's trip generation comparison, site access and VMT analysis for the Richards Ranch Project.

Associated Transportation Engineers

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Attachments

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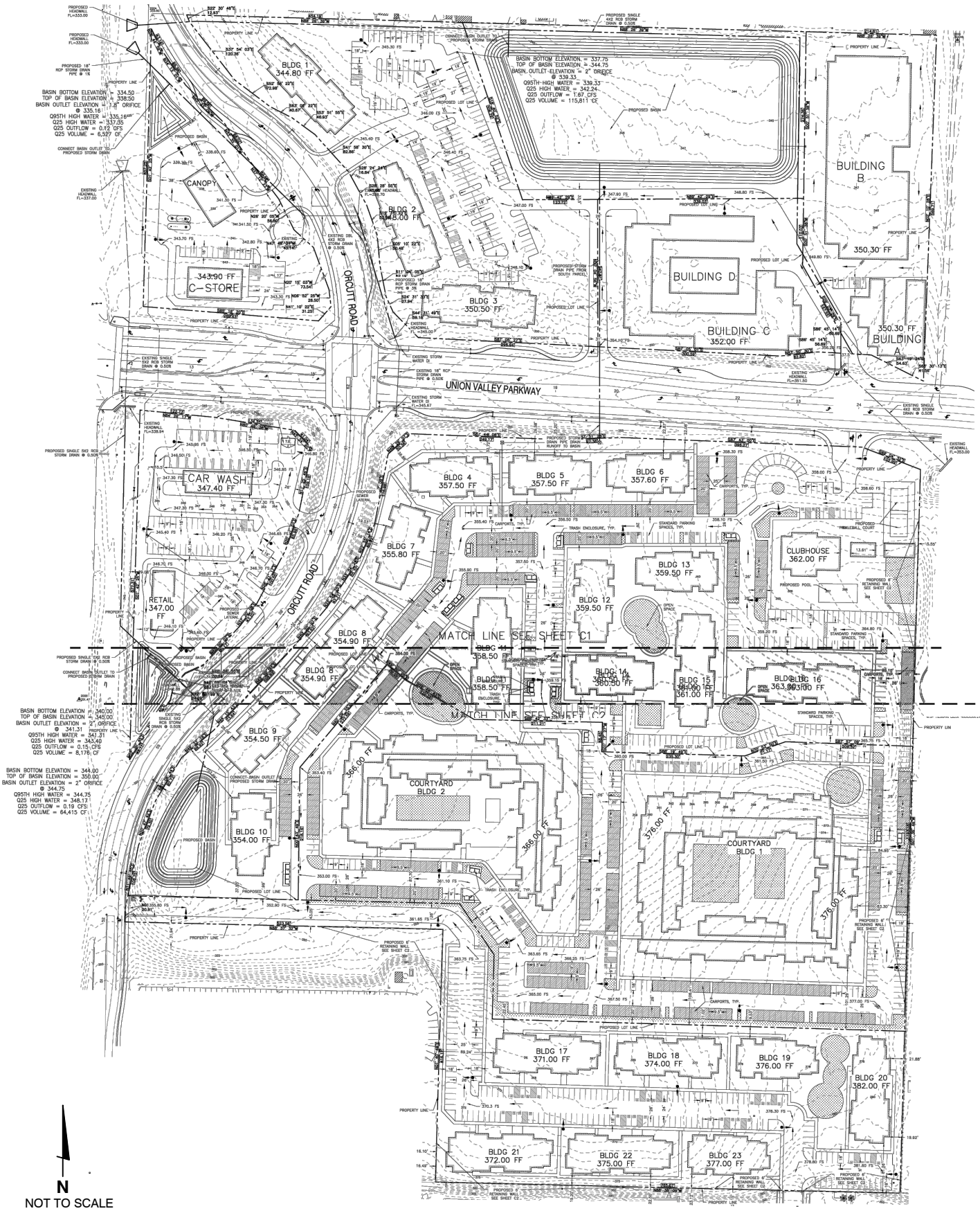
PROJECT SITE PLAN - COUNTY BUILDER'S REMEDY

FIGURE 1

GM- ATE#21069



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UVP AND ORCUTT ROAD FRONTAGE IMPROVEMENTS - COUNTY BUILDER'S REMEDY

FIGURE 2

GM- ATE#21069

Associated Transportation Engineers
Trip Generation Worksheet - County Builder's Remedy

RICHARDS RANCH - SANTA MARIA (#21069) - WITH INTERNAL TRIP FACTORS

Use	Size		ADT Internal Factor	AM Internal Factor	PM Internal Factor	ADT		AM PEAK HOUR						PM PEAK HOUR					
						Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
COMMERCIAL																			
Drive Thru Restaurant (a)	3,419	SF	0.81	0.87	0.76	467.48	1,295	44.61	133	51%	68	49%	65	33.03	86	52%	45	48%	41
Gas Station with Mart (b)	12	Fueling Positions	0.81	0.87	0.76	200.80	1,952	16.06	168	50%	84	50%	84	18.42	168	50%	84	50%	84
Car Wash-Automated (c)	1	Tunnel	0.55	0.55	0.55	249.00	137	8.50	5	50%	3	50%	2	23.70	13	50%	7	50%	6
Car Wash-Automated (c)	1	Tunnel	0.55	0.55	0.55	249.00	137	8.50	5	50%	3	50%	2	23.70	13	50%	7	50%	6
Mini Storage (d)	141,160	SF	0.81	0.87	0.76	1.45	166	0.09	11	59%	6	41%	5	0.15	16	47%	8	53%	8
Subtotals:	**144,579**	**SF**					**3,687**		**322**		**164**		**158**		**296**		**151**		**145**
RESIDENTIAL																			
Apartments/Townhomes - Market Rate (e)	594	DU	0.81	0.87	0.76	6.60	3,174	0.37	190	24%	46	76%	144	0.48	218	63%	137	37%	81
Affordable Housing (f)	156	DU	0.81	0.87	0.76	4.81	608	0.50	68	29%	20	71%	48	0.46	55	59%	32	41%	23
Subtotals:	**750**	**DU**					**3,782**		**258**		**66**		**192**		**273**		**169**		**104**
Totals:							**7,469**		**580**		**230**		**350**		**569**		**320**		**249**
Net Total (Builders Remedy - 2024 EIR)							**-9,299**		**-752**		**-426**		**-326**		**-652**		**-322**		**-330**

(a) Trip generation based on ITE rates for Fast-Food Restaurant with Drive-Through Window (ITE #934) Average Rate.
(b) Trip generation based on ITE rates for Convenience Store/Gas Station (ITE #945). Fitted Curve Equation for ADT. Average Rate for AM/PM Peak Hours.
(c) Trip generation for Car Wash-Automated derived from local studies.
(d) Trip generation based on ITE rates for Mini-Warehouse (ITE #151).
(e) Trip generation based on ITE rates for Multifamily Housing (Low-Rise) (ITE #220) Fitted Curve Equation.
(f) Trip generation based on ITE rates for Affordable Housing (ITE #223) Average Rate.

FAST FOOD RESTAURANT PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Restaurant Pads	1,295	133	68	65	86	45	41
53% ADT, 50% AM, 55% PM Pass-By Trips - Applied to Restaurant Pads	686	67	34	33	47	25	22
47% ADT, 50% AM, 45% PM Primary Trips - Remainder Restaurant Pads	609	66	34	32	39	20	19

GAS STATION PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Gas Station	1,952	168	84	84	168	84	84
76% ADT, 76% AM, 75% PM Pass-By Trips - Applied to Gas Station	1,484	128	64	64	126	63	63
24% ADT, 24% AM, 25% PM Primary Trips - Remainder Gas Station	468	40	20	20	42	21	21

CAR WASH PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Car Wash	274	10	6	4	26	14	12
20% Pass-By Trips - Applied to Car Wash	55	2	1	1	5	3	2
80% Primary Trips - Remainder Car Wash	219	8	5	3	21	11	10

TOTAL PASS-BY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Fast Food Restaurant	686	67	34	33	47	25	22
Gas Station	1,484	128	64	64	126	63	63
Car Wash	55	2	1	1	5	3	2
Total Pass-By Trips	**2,225**	**197**	**99**	**98**	**178**	**91**	**87**

TOTAL EXTERNAL PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External	1,296	114	59	55	102	52	50
Mini Storage - External	166	11	6	5	16	8	8
Residential - External	3,782	258	66	192	273	169	104
Total External Trips	**5,244**	**383**	**131**	**252**	**391**	**229**	**162**
Net Total External Trips (Builders Remedy - 2024 EIR)	**-4,945**	**-404**	**-242**	**-162**	**-302**	**-143**	**-159**

Associated Transportation Engineers
Trip Generation Worksheet - Santa Maria Project

RICHARDS RANCH - SANTA MARIA (#21069) - WITH INTERNAL TRIP FACTORS

Use	Size		ADT Internal Factor	AM Internal Factor	PM Internal Factor	ADT		AM PEAK HOUR						PM PEAK HOUR					
						Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
COMMERCIAL																			
High Turnover Sit Down Restaurant (a)	5,000	SF	0.81	0.92	0.70	107.20	434	9.57	44	55%	24	45%	20	9.05	32	61%	20	39%	12
2 Restaurants without Drive Thru (b)	6,000	SF	0.81	0.92	0.70	97.14	472	1.43	8	50%	4	50%	4	12.55	53	55%	29	45%	24
6 Drive Thru Restaurants (c)	18,750	SF	0.81	0.92	0.70	467.48	7,100	44.61	770	51%	393	49%	377	33.03	434	52%	226	48%	208
Shopping Center (d)	55,000	SF	0.81	0.92	0.70	94.49	4,210	3.53	179	62%	111	38%	68	9.84	379	48%	182	52%	197
Gas Station with Mart (e)	10	Fueling Positions	0.81	0.92	0.70	200.80	1,626	16.06	148	50%	74	50%	74	18.42	129	50%	65	50%	64
Car Wash-Automated (f)	1	Tunnel	0.55	0.55	0.55	249.00	137	8.50	5	50%	3	50%	2	23.70	13	50%	7	50%	6
Lube Station (g)	3	Bays	0.81	0.92	0.70	40.00	97	3.00	8	67%	5	33%	3	4.85	10	56%	6	44%	4
Mini Storage (h)	39,500	SF	0.81	0.92	0.70	1.45	46	0.09	3	59%	2	41%	1	0.15	4	47%	2	53%	2
Subtotals:	**124,250**	**SF**					**14,122**		**1,165**		**616**		**549**		**1,054**		**537**		**517**
RESIDENTIAL																			
Three Story Apartments (i)	400	DU	0.81	0.92	0.70	6.60	2,138	0.37	135	24%	32	76%	103	0.48	135	63%	85	37%	50
Two Story Townhomes (i)	95	DU	0.81	0.92	0.70	6.60	508	0.37	32	24%	8	76%	24	0.48	32	63%	20	37%	12
Subtotals:	**495**	**DU**					**2,646**		**167**		**40**		**127**		**167**		**105**		**62**
Totals:							**16,768**		**1,332**		**656**		**676**		**1,221**		**642**		**579**

(a) Trip generation based on ITE rates for High-Turnover (Sit-Down) Restaurant (ITE #932) Average Rate.
(b) Trip generation based on ITE rates for Fast Casual Restaurant (ITE #930) Average Rate.
(c) Trip generation based on ITE rates for Fast-Food Restaurant with Drive-Through Window (ITE #934) Average Rate.
(d) Trip generation based on ITE rates for Shopping Plaza (ITE #821). Average Rate for ADT and AM Peak Hour. Fitted Curve Equation for PM Peak Hour.
(e) Trip generation based on ITE rates for Convenience Store/Gas Station (ITE #945). Fitted Curve Equation for ADT. Average Rate for AM/PM Peak Hours.
(f) Trip generation for Car Wash-Automated derived from local studies.
(g) Trip generation based on ITE rates for Quick Lubrication Vehicle Shop (ITE #941) Average Rate.
(h) Trip generation based on ITE rates for Mini-Warehouse (ITE #151).
(i) Trip generation based on ITE rates for Multifamily Housing (Low-Rise) (ITE #220) Fitted Curve Equation.

SHOPPING CENTER PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Retail	4,210	179	111	68	379	182	197
30% ADT, 20% AM, 40% PM Pass-By Trips - Applied to Retail	1,263	36	22	14	152	73	79
70% ADT, 80% AM, 60% PM Primary Trips - Remainder Retail	2,947	143	89	54	227	109	118

SIT DOWN RESTAURANT PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Restaurant - Shopping Center and No Drive Thru	906	52	28	24	85	49	36
32% ADT, 20% AM, 43% PM Pass-By Trips - Applied to Restaurant - Shopping Center and No Drive Thru	290	10	6	4	37	21	16
68% ADT, 80% AM, 57% PM Primary Trips - Remainder Restaurant - Shopping Center and No Drive Thru	616	42	22	20	48	28	20

FAST FOOD RESTAURANT PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Restaurant Pads	7,100	770	393	377	434	226	208
53% ADT, 50% AM, 55% PM Pass-By Trips - Applied to Restaurant Pads	3,763	385	197	188	239	125	114
47% ADT, 50% AM, 45% PM Primary Trips - Remainder Restaurant Pads	3,337	385	196	189	195	101	94

GAS STATION PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Gas Station	1,626	148	74	74	129	65	64
76% ADT, 76% AM, 75% PM Pass-By Trips - Applied to Gas Station	1,236	113	57	56	97	49	48
24% ADT, 24% AM, 25% PM Primary Trips - Remainder Gas Station	390	35	17	18	32	16	16

CAR WASH PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Car Wash	137	5	3	2	13	7	6
20% Pass-By Trips - Applied to Car Wash	27	1	1	0	3	2	1
80% Primary Trips - Remainder Car Wash	110	4	2	2	10	5	5

TOTAL PASS-BY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Shopping Center	1,263	36	22	14	152	73	79
Sit Down Restaurant and Fast Casual Restaurant	290	10	6	4	37	21	16
Fast Food Restaurant	3,763	385	197	188	239	125	114
Gas Station	1,236	113	57	56	97	49	48
Car Wash	27	1	1	0	3	2	1
Total Pass-By Trips	**6,579**	**545**	**283**	**262**	**528**	**270**	**258**

TOTAL EXTERNAL PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial - External	7,400	609	326	283	512	259	253
Lube Station - External	97	8	5	3	10	6	4
Mini Storage - External	46	3	2	1	4	2	2
Residential - External	2,646	167	40	127	167	105	62
Total External Trips	**10,189**	**787**	**373**	**414**	**693**	**372**	**321**

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	RICHARDS RANCH	**Organization:**	ATE
Project Location:	SANTA MARIA	**Performed By:**	AGB
Scenario Description:	UPDATED WITH FACTORS	**Date:**	17-Jan-25
Analysis Year:		**Checked By:**	SAS
Analysis Period:	**AM Street Peak Hour**	**Date:**	17-Jan-25

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	945	12	Fueling Positions	193	97	96
Restaurant	930	3,419	SF	153	78	75
Cinema/Entertainment				0		
Residential	220/223	750	DU	296	75	221
Hotel				0		
All Other Land Uses[2]	151	141,160	SF	13	8	5
				655	258	397

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail	1.72	2%	4%	1.72	2%	4%
Restaurant	1.72	2%	4%	1.72	2%	4%
Cinema/Entertainment						
Residential	1.75	2%	4%	1.75	2%	4%
Hotel						
All Other Land Uses[2]	1.72	2%	4%	1.72	2%	4%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		21	0	3	0
Restaurant	0	13		0	5	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	27	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,136	446	690
Internal Capture Percentage	13%	16%	11%
External Vehicle-Trips[5]	537	203	334
External Transit-Trips[6]	19	7	12
External Non-Motorized Trips[6]	39	15	24

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	15%
Restaurant	36%	14%
Cinema/Entertainment	N/A	N/A
Residential	6%	8%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	RICHARDS RANCH	**Organization:**	ATE
Project Location:	SANTA MARIA	**Performed By:**	AGB
Scenario Description:	UPDATED WITH FACTORS	**Date:**	17-Jan-25
Analysis Year:		**Checked By:**	SAS
Analysis Period:	**PM Street Peak Hour**	**Date:**	17-Jan-25

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	945	12	Fueling Positions	221	111	110
Restaurant	930	3,419	SF	113	59	54
Cinema/Entertainment				0		
Residential	220/223	750	DU	359	223	136
Hotel				0		
All Other Land Uses[2]	151	141,160	SF	21	10	11
				714	403	311

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail	1.72	2%	4%	1.72	2%	4%
Restaurant	1.72	2%	4%	1.72	2%	4%
Cinema/Entertainment						
Residential	1.75	2%	4%	1.75	2%	4%
Hotel						
All Other Land Uses[2]	1.72	2%	4%	1.72	2%	4%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1200	
Restaurant					1300	
Cinema/Entertainment						
Residential		1200	1300			
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		29	0	43	0
Restaurant	0	38		0	14	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	13	9	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,238	699	539
Internal Capture Percentage	24%	21%	27%
External Vehicle-Trips[5]	510	298	212
External Transit-Trips[6]	18	11	7
External Non-Motorized Trips[6]	40	23	17

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	27%	38%
Restaurant	38%	56%
Cinema/Entertainment	N/A	N/A
Residential	15%	9%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual* , published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

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NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	RICHARDS RANCH	**Organization:**	ATE
Project Location:	SANTA MARIA	**Performed By:**	GOM
Scenario Description:	UPDATED WITH FACTORS	**Date:**	17-Oct-23
Analysis Year:		**Checked By:**	SAS
Analysis Period:	**AM Street Peak Hour**	**Date:**	17-Oct-23

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821/945/941	55,000	SF	194	120	74
Restaurant	930/932/934	29,750	SF	893	457	436
Cinema/Entertainment				0		
Residential	220	495	DU	182	43	139
Hotel				0		
All Other Land Uses[2]	151	39,500	SF	4	2	2
				1,273	622	651

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail	1.72	2%	4%	1.72	2%	4%
Restaurant	1.72	2%	4%	1.72	2%	4%
Cinema/Entertainment						
Residential	1.75	2%	4%	1.75	2%	4%
Hotel						
All Other Land Uses[2]	1.72	2%	4%	1.72	2%	4%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		17	0	2	0
Restaurant	0	16		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	49	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,191	1,069	1,122
Internal Capture Percentage	8%	8%	8%
External Vehicle-Trips[5]	1,099	536	563
External Transit-Trips[6]	40	19	21
External Non-Motorized Trips[6]	81	40	41

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	15%
Restaurant	8%	3%
Cinema/Entertainment	N/A	N/A
Residential	8%	21%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

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NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	RICHARDS RANCH	**Organization:**	ATE
Project Location:	SANTA MARIA	**Performed By:**	GOM
Scenario Description:	UPDATED WITH FACTORS	**Date:**	17-Oct-23
Analysis Year:		**Checked By:**	SAS
Analysis Period:	**PM Street Peak Hour**	**Date:**	17-Oct-23

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821/945/941	55,000	SF	541	260	281
Restaurant	930/932/934	29,750	SF	739	390	349
Cinema/Entertainment				0		
Residential	220	495	DU	239	151	88
Hotel				0		
All Other Land Uses[2]	151	39,500	SF	6	3	3
				1,525	804	721

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail	1.72	2%	4%	1.72	2%	4%
Restaurant	1.72	2%	4%	1.72	2%	4%
Cinema/Entertainment						
Residential	1.75	2%	4%	1.75	2%	4%
Hotel						
All Other Land Uses[2]	1.72	2%	4%	1.72	2%	4%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					1200	
Restaurant					1300	
Cinema/Entertainment						
Residential		1200	1300			
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		140	0	109	0
Restaurant	0	223		0	42	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	31	22	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,625	1,385	1,240
Internal Capture Percentage	43%	41%	46%
External Vehicle-Trips[5]	815	447	368
External Transit-Trips[6]	30	16	14
External Non-Motorized Trips[6]	59	33	26

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	57%	52%
Restaurant	24%	44%
Cinema/Entertainment	N/A	N/A
Residential	57%	34%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

County of Santa Barbara VMT Tool

version 2.0

Project Information

Project Name	NOP Year
Richards Ranch - Northeast Parcel	2025

Parcel Numbers (County Land Use and Zoning Map)

107250021

Project Land Use Information

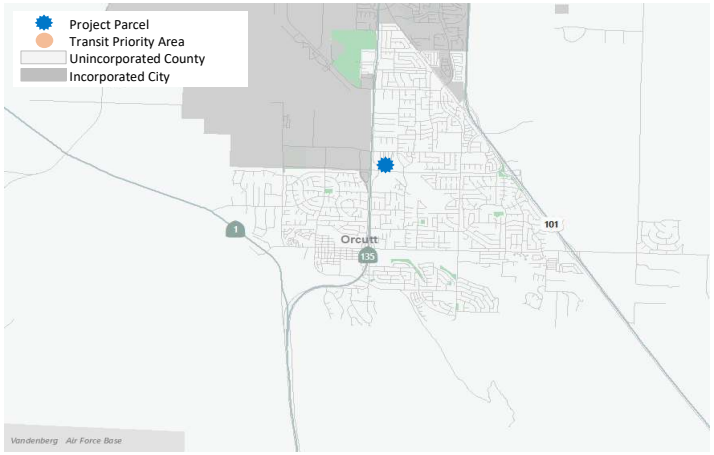
Residential	Values	Unit
Single-Family Housing	0	DU
Multi-Family Housing	72	DU
Affordable Housing	0	DU

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 = 327

Project Location



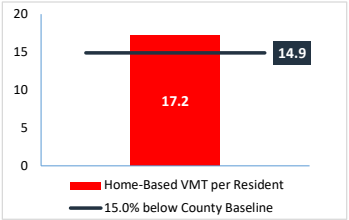
Screening Criteria

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 VMT Estimate

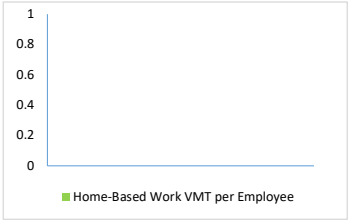
County Baseline Home-Based VMT per Resident (17.5)

Residential VMT per Resident



County Baseline Home-Based Work VMT per Employee (N/A)

Employment VMT per Employee



Project VMT with 19% Mixed-Use Reduction:
= 13.9 VMT per Resident

Project cannot be screened from analyzing potential impacts to VMT (threshold b), and a VMT transportation study may be required.

FEHR PEERS

County of Santa Barbara VMT Tool

version 2.0

Project Information

Project Name	NOP Year
Richards Ranch - Southeast Parcel	2025

Parcel Numbers (County Land Use and Zoning Map)

107250022

Project Land Use Information

Residential	Values	Unit
Single-Family Housing	0	DU
Multi-Family Housing	522	DU
Affordable Housing	156	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

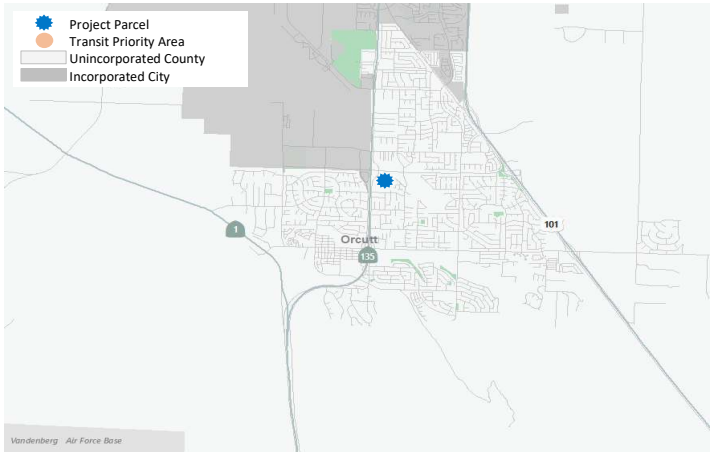
Custom Land Use	Values	Unit
Custom Land Use (ignores all other land use entries)	0	Daily Trips

Project Daily Trips = 3,019

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**

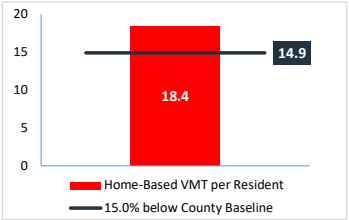
Project Location



Project VMT Estimate

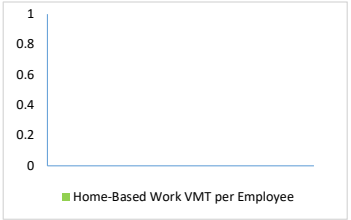
County Baseline Home-Based VMT per Resident (17.5)

Residential VMT per Resident



County Baseline Home-Based Work VMT per Employee (N/A)

Employment VMT per Employee



Project VMT with 19% Mixed-Use Reduction:
= 14.9 VMT per Resident

Project cannot be screened from analyzing potential impacts to VMT (threshold b), and a VMT transportation study may be required.

Fehr Peers