

APPENDIX I2
VMT MEMO

TECHNICAL MEMORANDUM

To: Ryan Murphy, City of Redlands, Senior Planner

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Date: July 21, 2023

Subject: TTM No. 20528 VMT Assessment

Introduction

The purpose of this memorandum is to document a Vehicle Miles Traveled (VMT) assessment for development of the Tentative Tract Map No. 20528 Project (Project), a proposed residential development located in the City of Redlands, California in support of the Transportation component of the California Environmental Quality Act (CEQA) process. A traffic operations analysis including level of service is also being prepared for this Project. The operations analysis is contained in a separate report. **Table 1** provides key project information. **Exhibit 1** shows the location of the Project and **Exhibit 2** shows the conceptual site plan.

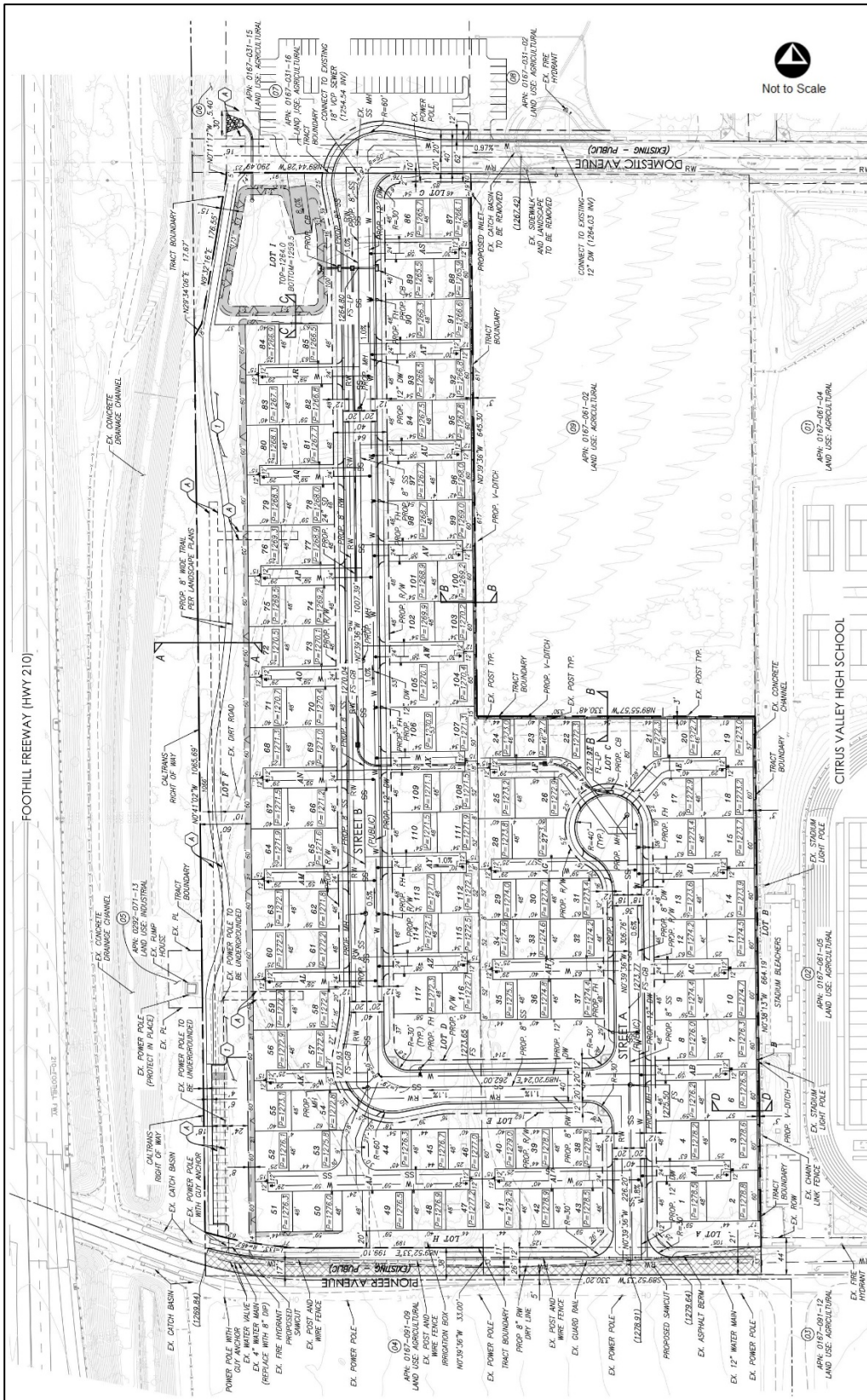
Table 1: Project Information

Item	Description
Project Title	TTM No. 20528
Project Location	City of Redlands; Northwest quadrant of Pioneer Avenue and Tennessee Street
Assessor's Parcel Numbers [APN]	APN 0167-061-01, 0167-061-03
Tentative Tract Map No.	20528
Site Area	The Project site consists of a total of 14.62 acres.
Existing Use	Currently vacant, existing land use: agriculture.
Surrounding Land Use	Agriculture to the north, high school to the east, vacant land to the south, and Caltrans facilities to the west.
Proposed Project	The Project proposes to construct 117 single family dwelling units.

Exhibit 1: Project Location



Exhibit 2: Conceptual Site Plan



Note:

- 1) Sourced from Huitt-Zollars

Project Trip Generation

In order to calculate vehicle trips to be generated by the proposed projects, trip generation rates were taken from the *Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition)*. **Table 2** summarizes the average trip generation rates for the proposed land uses.

Table 3 summarizes the vehicular trip generation estimate to be generated by the project using the rates shown in **Table 2**. As shown, the proposed project is estimated to generate approximately 1,166 daily trips with 86 AM peak hour trips (21 in / 65 out) and 115 PM peak hour trips (73 in / 42 out).

Table 2: Trip Generation Rates

Land Use	ITE Code	Daily Trips Equation	AM Peak Hour			PM Peak Hour		
			Equation	In / Out	Equation	In / Out		
Single-Family Detached	210	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.68$	$\text{Ln}(T) = 0.91 \text{Ln}(X) + 0.12$	25% / 75%	$\text{Ln}(T) = 0.94 \text{Ln}(X) + 0.27$	63% / 37%		

Note:

- 1) Sourced from ITE *Trip Generation Manual*, 11th Edition.

Table 3: Project Trip Generation

Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
				Volume	In	Out	Volume	In	Out
Single-Family Detached	210	117 DU	1,166	86	21	65	115	73	42
Total		117 DU	1,166	86	21	65	115	73	42

Notes:

- 1) DU = Dwelling Units.
- 2) Values may vary slightly due to rounding.

Analysis Guidelines

The primary resource for this assessment is the *City of Redlands CEQA Assessment VMT Analysis Guidelines* (June 2020) (*City Guidelines*), and the *San Bernardino County Transportation Impact Study Guidelines* (July 2019) (*County Guidelines*).

Screening Criteria

Based on the *City Guidelines*, land use projects that meet any of the screening thresholds based on size, location, project type, proximity to transit or trip-making potential identified in **Table 4** are presumed to result in a less-than-significant transportation impact under CEQA and do not require a detailed quantitative VMT assessment. **The Project meets the Screening Criteria for Project Type, thus allowing for a determination of a less-than-significant impact on VMT. Therefore, a detailed project specific VMT calculation is NOT required.**

Table 4: Screening Assessment Summary

Category (City Guidelines)	Description	Project Assessment	Criteria Result
<p>Step 1: Transit Priority Area (TPA)</p>	<p>Is the project located within a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor?</p>	<p>No. The Project is located within a 3/4th mile of OmniTrans Route 15 transit stops. Route 15 has service intervals of 60 minutes, and thus does not meet the criteria of a 15-minute service interval for a “high-quality transit corridor.”</p>	<p>Does Not Meet Criteria</p>
<p>Step 2: Low VMT Area</p>	<p>Is the project located in a low VMT generating area (less 15% below the San Bernardino County regional average VMT per service population)?</p>	<p>No. Using the SBCTA VMT screening tool referenced in the City Guidelines, the Project is not located in a Low VMT Area.</p>	<p>Does Not Meet Criteria</p>
<p>Step 3: Project Type</p>	<p>Is the project a local servicing retail project with less than 50,000 square feet, or a locally serving use including (but not limited to) the following?</p> <ul style="list-style-type: none"> • Public/Community Use (school/library/park/fire station/ local government) • Day Care • Locally serving Bank • Assisted living/senior housing <p style="text-align: center;">Or,</p> <p>Does the project generate less than 3,000 MT CO2e per year? Including projects such as:</p> <ul style="list-style-type: none"> • Single Family Res. – 167 DU’s or fewer • Multifamily Res. (1-2 stories) – 232 DU’s or fewer • Multifamily Res. (3+ stories) – 299 DU’s or fewer • Office – 59,100 square feet or less • Local Serving Retail Center – 112,400 SF or less • Warehousing – 463,600 SF or less • Light Industrial – 74,600 SF or less 	<p>Yes. The Project proposes the construction of 117 single family dwelling units, which is less than 167 DU’s.</p>	<p>Project Meets Project Type Criteria</p>

Source: Category and Description obtained from the *City of Redlands CEQA Assessment VMT Analysis Guidelines* (June 2020)

Project Level VMT Assessment & Mitigation Measures

Since the Project is presumed to have a less than significant impact, a detailed project level VMT analysis and development of mitigation measures are not required.

Conclusions

The VMT evaluation of the Tentative Tract Map No. 20528 residential project located in the City of Redlands shows that the Project meets the screening criteria for Project Type and thus a project specific VMT assessment is not required. As such, **the Project is presumed to result in a less-than-significant impact and no mitigation is required.**