

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

To: City of Redlands Engineering Department
From: Alex J. Garber
Date: 4/26/2022
Re: VMT Screening Analysis for the City Center Project

This technical memorandum evaluates the trip generation and need to prepare a vehicle miles traveled (VMT) analysis for the proposed City Center Project. The project is located on the northwest corner of Eureka Street and Brookside Avenue in the City of Redlands. This memo will evaluate the project using the City of Redlands *CEQA Assessment VMT Analysis Guidelines (VMT Guidelines)*.

Project Description

The project site is currently vacant. Access to the project would be provided by four driveways, one on Eureka Street, two along Brookside Avenue, and one at the southeast corner of Citrus Avenue and 1st Street. The proposed residences would consist of 131 multifamily dwelling units, 9,770 square foot roof deck, 7,380 square foot pool plaza, 5,356 square foot spa plaza, and 527 square foot upper lounge in a four-story building. In addition, 10,553 square feet of restaurant would be constructed on the corner of the site. The project site plan is shown in Figure 1.

There would be a total of 213 parking spaces provided for residents and guests. These spaces would be comprised of 103 covered spaces (99 apartment and 4 accessible spaces), 69 guest parking spaces, 36 restaurant spaces, and 5 accessible spaces. The project would meet the required 216 spaces as required by the City of Redlands Municipal Code due the shared parking adjustment, a reduction of four spaces, totaling 212 spaces.

Project Trip Generation

The project trip generation was prepared using trip rates for Multifamily Housing (Mid-Rise, Close to Transit) (Land Use Code 221) and High-Turnover (Sit-Down) Restaurant (Land Use Code 932) from the Institute of Transportation Engineers (ITE)¹. Table 1 presents the trip generation estimate for the proposed project. As shown in Table 1, the project is forecast to generate 1,751 daily trips, including 143 trips during the AM peak hour and 133 trips during the PM peak hour. To provide a conservative estimate, the project trip generation does not take credit for internal capture between the residences and the restaurant uses.

City of Redlands VMT Screening

The City of Redlands VMT guidelines provides VMT screening thresholds to identify projects that would be considered to have a less than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following criteria, then the VMT impact of the project would be considered less than significant and no further analysis of VMT would be required:

1. The project is in a Transit Priority Area (TPA).
2. The project is in a low VMT generating area.
3. a) The project is one of the following land uses:
 - o Local serving retail projects with stores less than 50,000 square feet

¹ *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE). 2021.

- Local-serving K-12 school
 - Local parks
 - Day care center
 - Local-serving banks
 - Local-serving hotel (e.g., non-destination hotel)
 - Student housing project on or adjacent to a college campus
 - Local-serving assembly use (place of worship, community organization)
 - Community institutions (Public libraries, fire stations)
 - Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
 - Affordable or supportive housing
 - Assisted living facilities
 - Senior housing (as defined by the Federal Department of Housing and Urban Development)
- b) The project generates less than 3,000 MT CO₂e per year. This includes:
- Single family residential – 167 dwelling units (DU) or fewer
 - Multifamily residential (low-rise) – 232 DU or fewer
 - Multifamily residential (mid-rise) – 299 DU or fewer
 - Office – 59,100 square feet (SF) or less
 - Local-serving retail – 112,400 SF or less (no stores larger than 50,000 SF)
 - Warehousing – 463,600 SF or less
 - Light industrial – 74,600 SF or less

The applicability of each criterion to the project is discussed below.

Screening Criteria 1 – Transit Priority Area: The City’s guidelines include a link to the San Bernardino County Transportation Authority (SBCTA) screening tool. The tool includes a layer showing the High Quality Transit Areas within the County. As can be seen in Figure 2, the project is located within a High Quality Transit Area. The guidelines also state four criteria the project must comply with to meet the Transit Priority Area screening threshold. Below are the four criteria and their applicability to the project:

- Has a Floor Area Ratio (FAR) of more than 0.75: The proposed project has an FAR of 0.93 (residential portion is 1.8 FAR and the restaurant portion is 0.4 FAR), above the 0.75 threshold meeting the FAR criteria.
- Includes less parking for use by residents, customers or employees of the project than required by the jurisdiction: The City’s parking code requires 216 parking stalls, more than the 213 parking stalls provided by the project meeting the parking criteria
- Is consistent with the applicable Sustainable Communities Strategy: If the project is consistent with the current land use, the project is also consistent with the applicable Sustainable Communities Strategy. The project is consistent with the current zoning and land use, meeting the Sustainable Communities Strategy criteria.
- Does not replace affordable residential units with a smaller number of moderate- or high-income residential units: The existing site is vacant; therefore, no housing is replaced and the project meets the criteria.

As can be seen, the project complies with all four criteria set forth in Screening Criteria 1. Therefore, the project does satisfy Screening Criteria 1 – Transit Priority Area.

Screening Criteria 2 – Low VMT Generating Area: The City’s guidelines include a link to the San Bernardino County Transportation Authority (SBCTA) screening tool. Low VMT generating areas are defined as traffic analysis zones (TAZs) with a total daily VMT/Service Population (employment plus population) that is 15% less than the baseline level for the County. The project is located in TAZ 53834601, which has a VMT/Service Population that is 10.08% above the County Average. Therefore, the project is not in a low VMT generating

area and would not meet Screening Criteria 2 – Low VMT Generating Area. Figure 3 shows the VMT inputs and results.

Screening Criteria 3 – Land Use: The project proposes residential and restaurant uses, which does not apply to any of the specified uses mentioned in the VMT guidelines. In addition to the specified uses, projects that generate less than 3,000 MTCO₂e are also screened out. A Greenhouse Gas Analysis was done for the project, which shows the project would generate 2,761.15 MTCO₂e, less than the 3,000 MTCO₂e threshold. Therefore, the project would meet Screening Criteria 3 – Land Use.

Summary

The project was evaluated using the City of Redlands VMT screening thresholds to determine if the project would require a VMT analysis. The project would meet the City's screening criteria for Transit Priority Area and Land Use. Therefore, the project VMT impacts of the project would be considered less than significant and further analysis of VMT would not be required.

If you have any questions about this information, please contact me at (717) 756-1997 or alex@epdsolutions.com.

Table 1. Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Rates</u>								
Multifamily Housing (Mid-Rise) ¹	DU	4.75	0.18	0.14	0.32	0.12	0.17	0.29
High-Turnover Sit-Down Restaurant ²	TSF	107.20	5.26	4.31	9.57	5.52	3.53	9.05
<u>Project Trip Generation</u>								
Multi Family Housing	131 DU	622	23	18	42	16	22	38
High-Turnover Sit-Down Restaurant	10.533 TSF	1129	55	45	101	58	37	95
Total Trip Generation		1751	79	64	143	74	59	133
DU = Dwelling Unit, TSF = Thousand Square Feet								
¹ Trip rates from the Institute of Transportation Engineers, <i>Trip Generation, 11th Edition</i> , 2021. Land Use Code 221 - Multifamily Housing (Mid-Rise) Close to Rail Transit.								
² Trip rates from the Institute of Transportation Engineers, <i>Trip Generation, 11th Edition</i> , 2021. Land Use Code 932 - High-Turnover (Sit-Down) Restaurant.								

Figure 1: Project Site Plan



Figure 2: High Quality Transit Area Map



Figure 3: SBCTA VMT Screening Results

