

## TECHNICAL MEMORANDUM

**To:** Donald Young, City of Redlands

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**CC:** Patric Lynam, Pulte Group

**Date:** May 17, 2022

**Subject:** Citrus Estates Residential Project VMT Assessment

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### *Introduction*

The purpose of this memorandum is to document a Vehicle Miles Traveled (VMT) assessment for the proposed Citrus Estates residential project (Project) located in the City of Redlands, California in support of the Transportation component of the California Environmental Quality Act (CEQA) process. **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
<b>Tentative Tract No.</b>	20473
<b>Conditional Use Permit No.</b>	-
<b>Project Title</b>	Citrus Estates
<b>Project Location</b>	City of Redlands; Southwest quadrant of San Bernardino Avenue and Wabash Lane. Assessor's Parcel Number [APN] 0168-132-05
<b>Site Area</b>	The Project site consists of a total of 36.27 acres
<b>Existing Use</b>	Currently vacant. Surrounding roads are paved but underdeveloped on the property frontage. Power lines are present on Wabash Ave. and Capri Ave.
<b>Surrounding Land Use</b>	Park and vacant land use to the north, Wabash Ave and unincorporated county land to the east, Capri Ave, residential, and agricultural uses to the south, and residential, vacant land, and agricultural uses to the west.
<b>Proposed Project</b>	The Project proposes to construct 98 single-family dwelling units.

**Exhibit 1: Project Location**

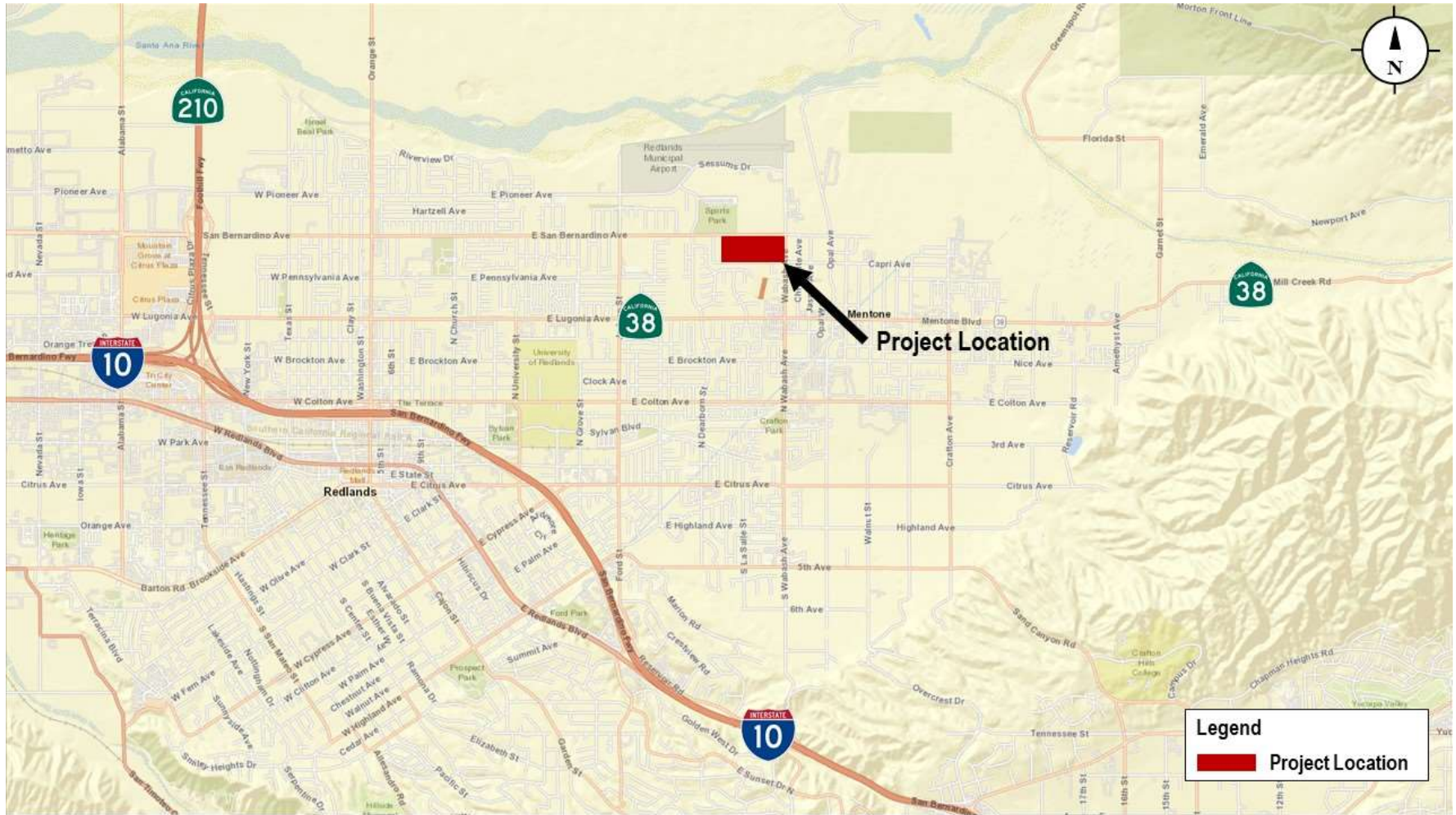
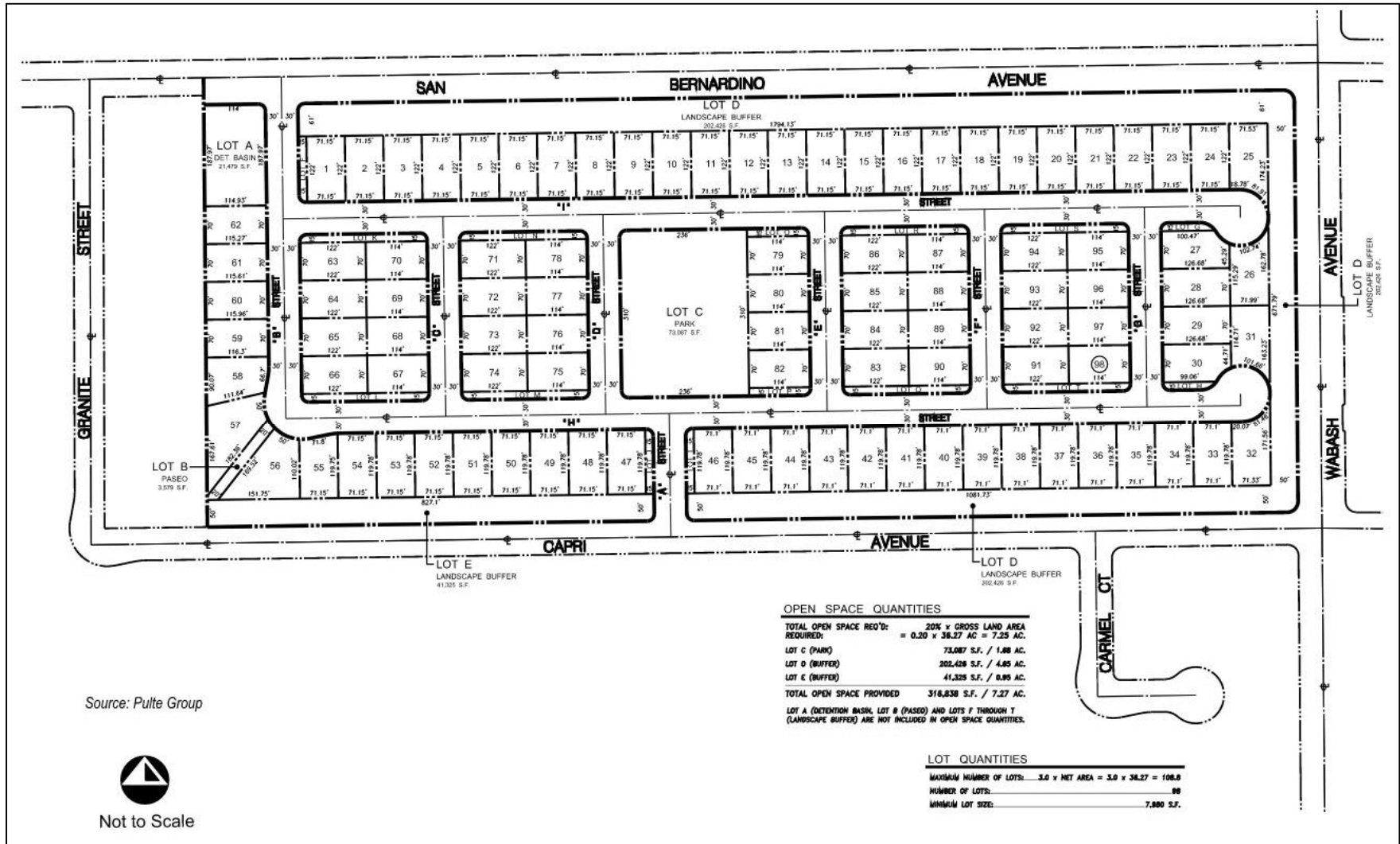


Exhibit 2: Conceptual Site Plan



Source: Pulte Group



Not to Scale

*Project Trip Generation*

In order to calculate vehicle trips forecast to be generated by the proposed projects, the *Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition)* was used to calculate the trip generation rates as summarized in **Table 2** utilizing the fitted curve equations which are based on the proposed land use quantity. The trip generation utilizes the fitted curve equations for single-family detached housing (Land Use Code 210).

**Table 3** summarizes the vehicular trip generation forecast to be generated by the project using the rates shown in **Table 2**. As shown, the proposed project is forecast to generate approximately 1,021 daily trips with 73 AM peak hour trips (18 in / 55 out) and 100 PM peak hour trips (63 in / 37 out).

**Table 2: Trip Generation Rates**

Trip Generation Rates							
Land Use	ITE Code	Daily Trips Rate	AM Peak Hour			PM Peak Hour	
			Rate	In / Out	Rate	In / Out	
Single-Family Detached Housing	210	10.42 / DU	0.74	25% / 75%	1.02	63% / 37%	

**Note:** DU = Dwelling Unit  
**Source:** Institute of Transportation Engineers' (ITE) *Trip Generation Manual*(10<sup>th</sup> Edition). Rates based on fitted curve equations.

**Table 3: Project Trip Generation**

Trip Generation (Number of Vehicles)									
Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
				Volume	In	Out	Volume	In	Out
Single-Family Detached Housing	210	98 DU	1,021	73	18	55	100	63	37

**Note:** DU = Dwelling Unit

It should be noted after the initial scoping process with city staff, *ITE* published the 11<sup>th</sup> Edition Trip Generation Manual with updated rates. Based on a review of the 11<sup>th</sup> Edition rates, the proposed 98 DU's would be forecasted to generate fewer trips utilizing the updated rates than what is shown in **Table 4**. Therefore, the results of this traffic study provide a more conservative assessment utilizing the 10<sup>th</sup> Edition rates.

*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, 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	Result
<p><b>Step 1: Transit Priority Area (TPA)</b></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 half mile of OmniTrans Route 8 near Lugonia Ave., and Wabash Ave. Route 8 has service intervals of 30 to 60 minutes, and thus does not meet the criteria of a 15-minute service interval for a "high-quality transit corridor." The project is not within the TPA's shown in the SBCTA VMT screening tool.</p>	<p>Does Not Meet Criteria</p>
<p><b>Step 2: Low VMT Area</b></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>Using the SBCTA VMT screening tool, the project is not in a Low VMT Area. The project is estimated to be approximately 13.3% below the County regional average VMT per population.</p>	<p>Does Not Meet Criteria</p>
<p><b>Step 3: Project Type</b></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"> <li>• Public/Community Use (school/library/park/fire station/ local government)</li> <li>• Day Care</li> <li>• Locally serving Bank</li> <li>• Assisted living/senior housing</li> </ul> <p style="text-align: center;"><b>Or,</b></p> <p>Does the project generate less than 3,000 MT CO<sub>2</sub>e per year? Including projects such as:</p> <ul style="list-style-type: none"> <li>• Single Family Res. – 167 DU's or fewer</li> <li>• Multifamily Res. (1-2 stories) – 232 DU's or fewer</li> <li>• Multifamily Res. (3+ stories) – 299 DU's or fewer</li> <li>• Office – 59,100 square feet or less</li> <li>• Local Serving Retail Center – 112,400 SF or less</li> <li>• Warehousing – 463,600 SF or less</li> <li>• Light Industrial – 74,600 SF or less</li> </ul>	<p>Yes. The project proposes to construct 98 single-family dwelling units. Per the City's guidelines, Projects with less than 167 single family residential dwelling units can be presumed to have a less than significant impact on VMT.</p>	<p><b>Criteria Met</b></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 Citrus Estates 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.**