

## **Appendix J – Vehicle Miles Traveled**

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July 28, 2021

Mr. Mohamad T. Younes, Senior Vice President  
TERRACINA RECOVERY, LLC  
6430 W. Sunset Boulevard, Suite 460  
Los Angeles, CA 90028

**RE: Terracina at Redlands (TTM 20320) Project Vehicle Miles Traveled Screening Analysis**  
Project No.: 19-0208

Dear Mr. Younes:

## **INTRODUCTION**

Ganddini Group, Inc. is pleased to provide this Vehicle Miles Traveled Screening Analysis for the proposed Terracina at Redlands (TTM 20320) Project. We trust the findings of this analysis will aid you and the City of Redlands in assessing the project.

## **PROJECT DESCRIPTION**

The approximately 64.56-acre project site is located north of Reservoir Road adjacent to Wabash Avenue in the City of Redlands. The project site is currently vacant. The proposed project involves construction of 67 single-family detached residential dwelling units. Figure 1 shows the project location map.

Vehicular access for the project is proposed via internal residential streets that will intersect Wabash Avenue to provide full access at three new intersections. Wabash Avenue is currently unpaved between Reservoir Road and Panorama Drive. The proposed project will construct Wabash Avenue from Reservoir Road through the project site at its ultimate alignment and full-section width (72 feet right-of-way), including parkway improvements and two travel lanes in each direction. Figure 2 illustrates the project site plan.

## **CRITERIA FOR THE PREPARATION OF VEHICLE MILES TRAVELED ANALYSIS**

The project VMT impact has been assessed in accordance with guidance from the City of Redlands *CEQA Assessment VMT Analysis Guidelines* ["the City VMT Guidelines"].

The City VMT Guidelines provide screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on recommendations provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) and additional substantial evidence documented in the City's VMT guidelines.

The City VMT Guidelines provide the following three screening steps: 1) Transit Priority Area (TPA) Screening; 2) Low VMT Area Screening; and 3) Project Type Screening.

### **Transit Priority Area (TPA) Screening**

Projects located within a TPA (half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

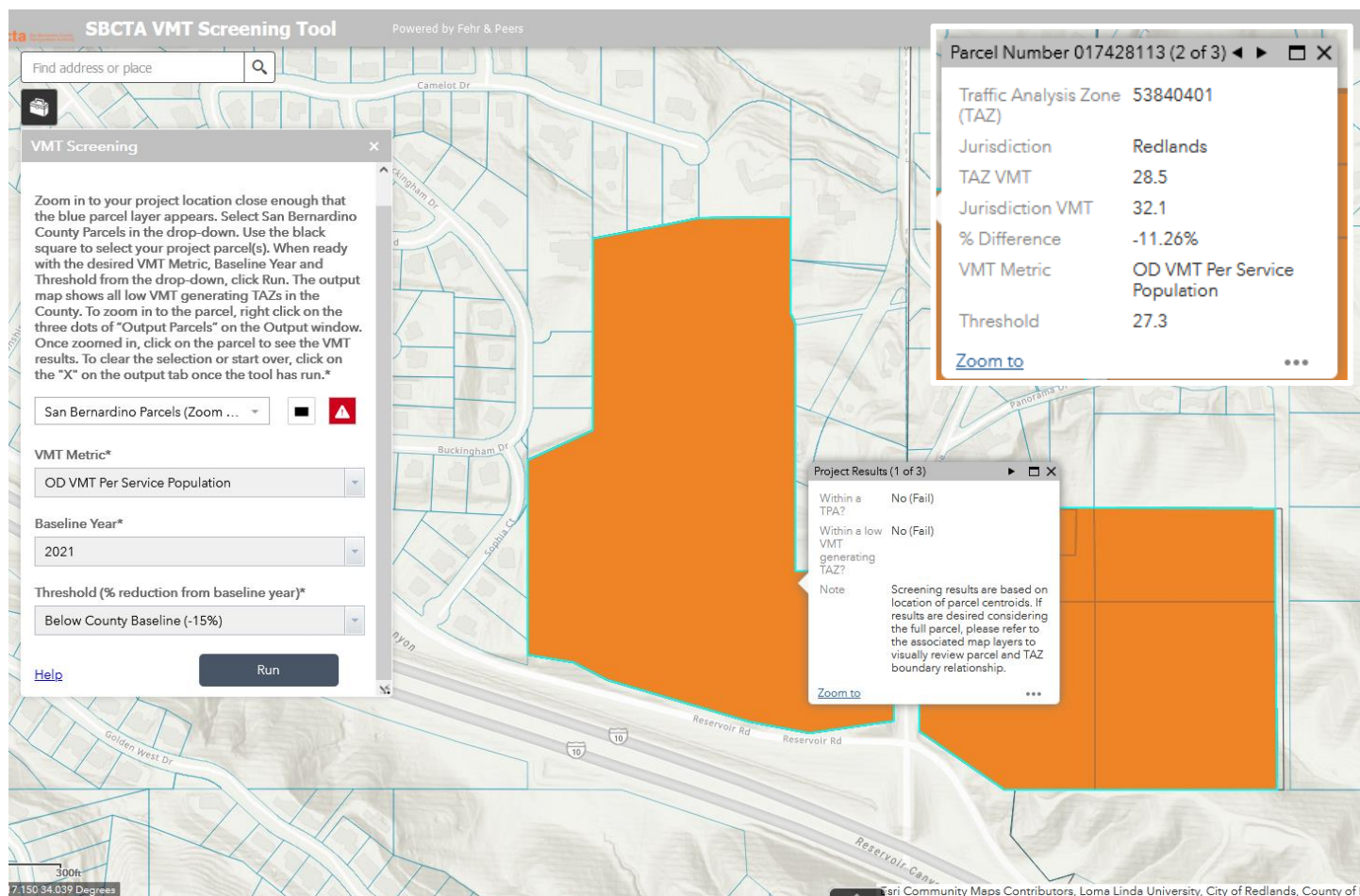
The San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool was used to determine if the project is located within a TPA. Although the possible exclusionary criteria were not evaluated, it is worth noting that the project site is not located within a TPA based on the SBCTA VMT Screening Tool assessment.

### **Low VMT Area Screening**

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population (population plus employment) that is similar to the existing land uses in the low VMT area. A low VMT area is defined as an individual traffic analysis zone (TAZ) where the total daily Origin/Destination VMT per service population is 15 percent below the County of San Bernardino regional average total daily Origin/Destination VMT per service population.

The SBCTA VMT Screening Tool was used assess low VMT area screening for the project. The SBCTA VMT Screening Tool was developed using the SBTAM travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs) within the SBCTA region. TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

The proposed project is consistent with existing land uses in the TAZ since the proposed project is residential, and there does not appear to be anything unique about the project that would otherwise be mis-represented utilizing the data from the SBCTA VMT Screening Tool. In accordance with the City VMT Guidelines, a low VMT area is defined as a TAZ where the total daily Origin/Destination VMT per service population is 15 percent below the County of San Bernardino regional average total daily Origin/Destination VMT per service population. Exhibit A shows the SBCTA VMT Screening Tool results for the project site.



**Exhibit A – SBCTA VMT Screening Tool Results for the Project**

Based on the City of Redlands guidelines, low VMT screening analysis was performed for the project using the SBCTA Screening Tool for origin-destination VMT per service population, a 2021 baseline year, and a threshold of 15 percent below the San Bernardino County regional average VMT per service population. The project is located in TAZs 53840401 and 53846202, which produce a VMT per service population of 28.5 that is above the San Bernardino County regional average of 27.3 VMT per service population. Therefore, the proposed project does not satisfy the low VMT area screening criteria.

### **Project Type Screening**

Some project types have been identified as having the presumption of a less than significant impact as they are local serving by nature, or they are small enough to not warrant assessment.

Local serving retail projects with stores less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. In addition to local serving retail, the following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

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- Local-serving K-12 schools
- Local Parks
- Day care centers
- Local-serving gas stations
- Local-serving banks
- Local-serving hotels (e.g., non-destination hotels)
- Student housing projects on or adjacent to a college campus
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (public libraries, fire stations, local government)
- 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 HUD)

Projects which generate less than 3,000 MT CO<sub>2</sub>e per year can be presumed to have a less than significant impact on VMT. Projects which generate less than 3,000 MT CO<sub>2</sub>e per year include the following:

- Single-family residential – 167 dwelling units or fewer
- Multi-family residential (1-2 stories) – 232 dwelling units or fewer
- Multi-family residential (3+ stories) – 299 dwelling units or fewer
- Office – 59,100 square feet or less
- Local-serving retail center – 112,400 square feet or less (no stores larger than 50,000 square feet)
- Warehousing – 463,400 square feet or less
- Light industrial – 74,600 square feet or less

Since the proposed 67 dwelling units are fewer than the screening threshold of 167 dwelling units for single-family residential uses, the proposed project satisfies the project type screening criteria established by the City of Redlands and the project can be presumed to result in a less than significant VMT impact.

## CONCLUSION

The proposed project satisfies the City-established project type screening for single-family residential developments of 167 dwelling units or less and may be presumed to result in a less than significant VMT impact.

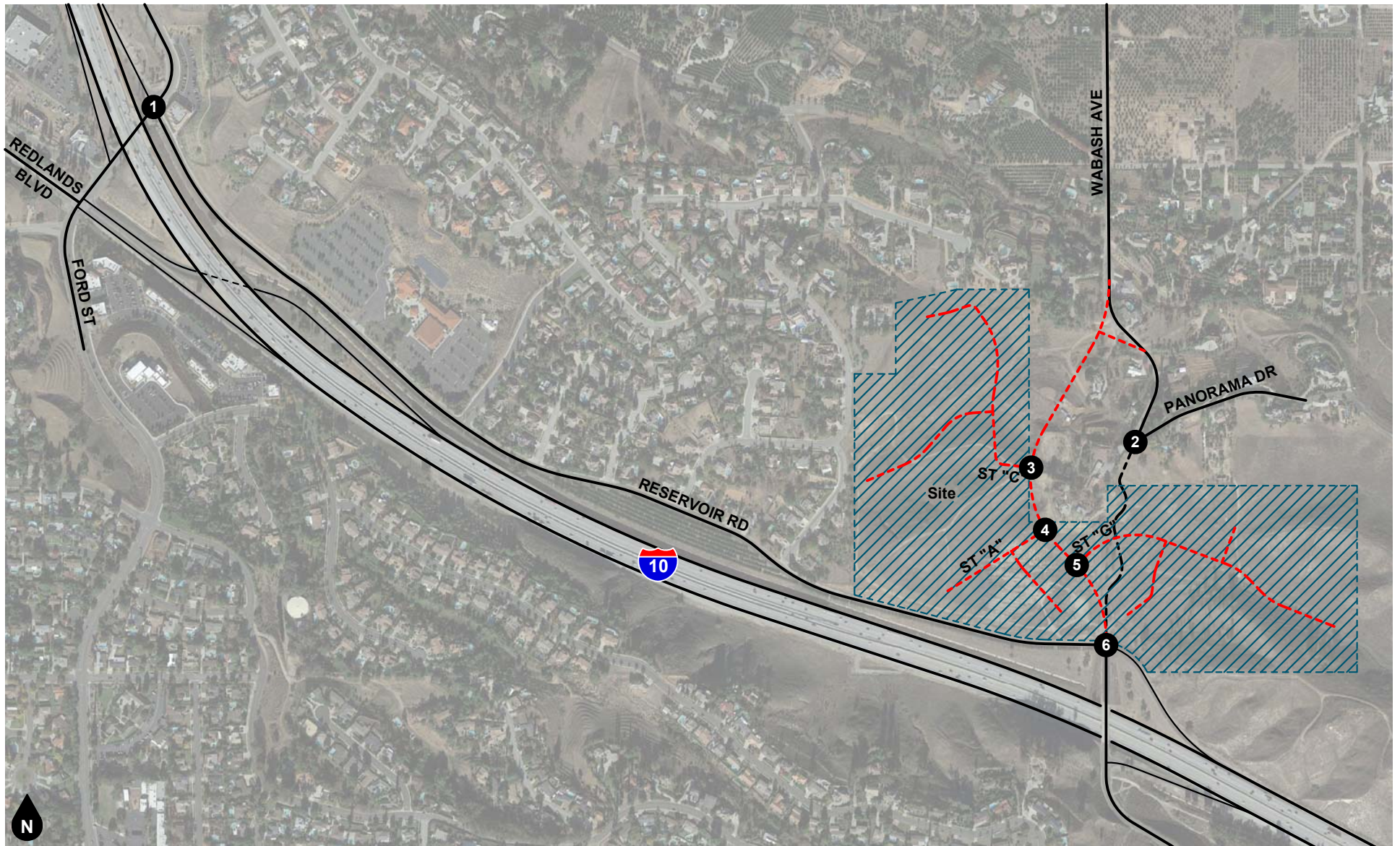
We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 103.

Sincerely,

GANDDINI GROUP, INC.  
Bryan Crawford | Senior Associate  
Giancarlo Ganddini, PE, PTP | Principal







Legend

- # Study Intersection
- Future Roadway

**Figure 1**  
**Project Location Map**





**Figure 2**  
**Site Plan**