

5.14 Transportation

5.14.1 INTRODUCTION

This section addresses potential transportation impacts that may result from implementation of the Specific Plan. The following discussion addresses the existing transportation conditions in the Project area, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project. The analysis in this section is based on the following resources:

- *City of Redlands General Plan 2035*, December 2017
- *City of Redlands General Plan Update and Climate Action Plan Environmental Impact Report*, Dyett & Bhatia, July 2017
- *City of Redlands Municipal Code*
- *City of Redlands CEQA Assessment VMT Analysis Guidelines*,
- *Vehicle Miles Traveled (VMT) Screening Analysis*, EPD Solutions, 17 January 2022. Included as Appendix I.

Transportation Terminology

- **Traffic Analysis Zone (TAZ).** Traffic Analysis Zone (TAZ) refers to the geographic unit used for traffic analysis within transportation planning models, such as the San Bernardino County Transportation Authority's VMT Screening Tool model. A TAZ is a special area delineated by state and/or local transportation officials for tabulating traffic-related data especially journey-to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.
- **Transit Priority Area (TPA).** As defined by SB 743, a Transit Priority Area (TPA) is an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in the applicable regional transportation plan.
- **Low VMT Area.** Low VMT areas are defined as TAZs with a total daily VMT/Service Population (employment plus population) that is 15% less than the baseline level for the County.

5.14.2 REGULATORY SETTING

5.14.2.1 State Regulations

Senate Bill 743 (Steinberg, 2013)

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

5.1.4.2.2 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in September 2020. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to transportation infrastructure, SCAG anticipates, in the RTP/SCS, that the six-county region will have to accommodate 22.5 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air Resources Board. SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

5.1.4.2.3 Local Regulations

City of Redlands General Plan 2035

The General Plan Healthy Community Element contains the following policies related to transportation that are applicable to the Project:

- Principle 5-P.1** Maintain a cohesive circulation system through a “layered network” approach promoting complete streets and mobility for all modes while emphasizing specific transportation modes for specific corridors and geographic areas.
- Principle 5-P.2** Use the layered network approach to identify, schedule, and implement roadway improvements as development occurs in the future, and as a standard against which to evaluate future development and roadway improvement plans.
- Principle 5-P.4** Support transportation infrastructure improvements such as safer street crossings and attractive streetscapes to encourage bicyclists, walkers, and users of mobility devices.
- Principle 5-P.5** Manage the city’s transportation system to minimize traffic congestion, improve flow, and improve air quality.
- Principle 5-P.7** Minimize emergency vehicle response time and improve emergency access.
- Principle 5-P.8** Ensure the safety of the transportation network by preventing excessive speeding of vehicular traffic and promoting safe sharing of the network by all transportation modes.
- Principle 5-P.10** Require developers to construct or pay their fair share toward improvements for all travel modes consistent with the layered network.
- Principle 5-P.11** Implement standards for pavement design and roadway and intersection striping so streets are accessible by all users and all modes, and safety is improved.
- Principle 5-P.13** Ensure streets are designed to accommodate bicyclists per the Bicycle Master Plan.

- Principle 5-P.14** Design streets to accommodate various modes according to roadway classification and reduce conflicts and safety risks between modes per Figure 5-4.
- Principle 5-P.16** Strengthen active transportation circulation routes within Downtown and the Transit Villages, and to/ from adjacent neighborhoods.
- Action 5-A.1** Maintain and update design standards for each functional roadway classification per Figure 5-4. These standards are for a typical midblock application. Additional turn lanes may be needed at some intersection approaches. Different standards may govern in specific plan areas and variations are permitted given site conditions and right-of-way availability.
- Action 5-A.3** Ensure new street design and potential retrofit opportunities for existing streets minimize traffic volumes and/or speed as appropriate within residential neighborhoods without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. This could be accomplished through:
- Management and implementation of complete street strategies, including retrofitting existing streets to foster biking and walking as appropriate;
 - Short block lengths, reduced street widths, and/or traffic calming measures; and
 - Providing pedestrians and bicyclists with options where motorized transportation is prohibited.
- Action 5-A.6** Add bike and pedestrian facilities on roads with excess capacity where such facilities do not exist, using supporting transportation plans as guidance. Excess capacity includes street right-of-ways or pavement widths beyond the standards, or excess capacity in roadways based on actual vehicular travel versus design capacity.
- Action 5-A.7** Add new streets to create a finer grained, pedestrian-scaled road network where the roadway network is characterized by particularly long blocks, connecting residential areas to parks and Transit Village cores. Ensure the street systems in Transit Villages support development of connected and accessible communities.
- Action 5-A.15** Maintain access for emergency vehicles and services by providing two means of ingress/egress into new communities, limitations on the length of cul-de-sacs, proper roadway widths and road grades, adequate turning radius, and other requirements per the California Fire Code.
- Action 5-A.20** Provide pedestrian routes between offices, neighborhoods, Downtown, and Transit Villages. Plan for direct connections from the interiors of residential tracts to neighboring parks, schools, retail, and other services using sidewalks, trails, and paseos.
- Principle 5-P.21** Develop bike routes that provide access to rail stations, Downtown, schools, parks, the University, employment, and shopping destinations.
- Action 5-A.25** Implement bicycle and trail improvements that provide strong east-west connections between Transit Villages and in the city's wider bicycle network. Routes would include the Orange Blossom Trail, the Mission Creek Zanja Trail routes on Colton

Avenue and Citrus Avenue, Santa Ana River Trail, and the San Timoteo Canyon Trail.

- Action 5-A.26** Implement bicycle and trail improvements that provide strong north-south connections, especially with major east-west trails, including routes on Mountain View Avenue, California Street, Nevada Street, Alabama Street, Texas Street, New York Street, Orange Street, Church Street, Dearborn Street, and Wabash Avenue.
- Action 5-A.27** Implement safety improvements in mid-block areas that allow for bicycles to safely cross heavily traveled roads. Improvements can include stop signs for cyclists, warning beacons, and illuminated signs initiated by pedestrians and cyclists.
- Action 5-A.61** Support investments in passenger rail by providing effective on-site circulation and multi-modal connections to transit stations.
- Action 5-A.68** Provide for direct pedestrian paths and access from new developments to the nearest public transportation stop.
- Action 5-A.70** Locate Downtown public parking to encourage a park once approach. Provide pedestrian directional signage to direct persons from peripheral parking to downtown destinations.
- Action 5-A.75** Consider techniques to reduce the amount of area in the Transit Villages occupied by parking, especially for developments located within easy walking distance of the Passenger Rail stations.

5.14.3 ENVIRONMENTAL SETTING

Table 5.14-1, *Existing Major Roadway Characteristics within TVSP Area*, shows the roadway characteristics that are observed within the TVSP area.

Table 5.14-1: Existing Major Roadway Characteristics within TVSP Area

Roadway	Classification	Number of Lanes	Bike Lane?
Redlands Boulevard (E/W)	Boulevard (between Alabama Street and E Citrus Avenue), Major Arterial elsewhere	4-Lane Divided w/Concrete median, except between Center Street and 1 st Street	No
Orange Street (N/S)	Boulevard (between Redlands Boulevard and Union Avenue), Minor Arterial elsewhere	4-Lane Divided w/Painted median	No
Cajon Street (N/S)	Minor Arterial	2-Lane Divided w/Painted median	Class II
Colton Avenue (E/W)	Boulevard (between Redlands Boulevard and 6 th Street)	2-Lane Divided w/Painted median	Class III between Orange Street and Church Street
Brookside Avenue (E/W)	Major Arterial	2-Lane Divided w/Concrete median	Class II
Citrus Avenue (E/W)	Major Arterial west of Orange Street, Minor Arterial East of Orange Street	4-Lane Divided w/Concrete median between Eureka Street and Orange Street, 2-Lane Divided w/Painted median elsewhere	Class III west of Redlands Boulevard, Class II east of Redlands Boulevard

Roadway	Classification	Number of Lanes	Bike Lane?
University Street (N/S)	Boulevard between I-10 and Colton Avenue, Minor Arterial south of I-10 and between Colton Avenue and Lugonia Avenue, Collector north of Lugonia Avenue	4-Lane Divided w/Painted median	None
Tennessee Street (N/S)	Minor Arterial	4-Lane Divided w/Painted median	Class III south of State Street
Olive Avenue (E/W)	Collector	2-Lane Divided w/Painted median	Class II

Existing Transit Service

The TVSP area is served by bus service via Omnitrans, which serves the San Bernardino Valley. Omnitrans Route 8 connects San Bernardino and Yucaipa via Loma Linda, Redlands, and Mentone, including the TVSP area, with buses running every 60 minutes Monday through Sunday, and has stops along Redlands Boulevard and Lugonia Avenue. Omnitrans Route 15 serves the cities of Fontana and Redlands (including the TVSP area) via San Bernardino and Rialto, with buses running every 60 minutes Monday through Sunday, and has stops along Orange Street, Redlands Boulevard, and Eureka Street. Omnitrans Route 19 provides service between Fontana, the San Bernardino Transit Center, and Yucaipa. Route 19 has stops at the Redlands Mall and has buses running every 60 minutes, Monday through Sunday.

Furthermore, the San Bernardino County Transportation Authority's newly built Arrow line connects the City of Redlands to the City of San Bernardino and provides further direct rail trips once a day to the City of Los Angeles. The Arrow line has three stops located at the center of each proposed Transit Village:

- New York/Esri Station: located north of the intersection of Redlands Boulevard and New York Street across from the Esri campus
- Downtown Station: located at the historic Redlands Santa Fe Depo, between Eureka Street and Orange Street
- University Station: located at the University of Redlands at the south end of campus near North University Street

Starting in 2022, during morning and afternoon peak commute hours, trains operate every 30 minutes. During non-commute or off-peak hours, trains operate every 60 minutes. Weekday and weekend service is planned to start at 5 a.m. and run until 10 p.m. In addition to standard passenger rail service, the Metrolink Express train will be extended to serve the Redlands – Downtown Station with limited stop service to and from Los Angeles during peak commute hours.

Existing Bicycle and Pedestrian Facilities

As shown on Table 5.14-1, above, in the TVSP area, Brookside Avenue, Citrus Avenue, Cajon Street, Olive Street, and Colton Avenue, contain bicycle lanes. Furthermore, a Class I bicycle lane currently exists west of Center Street and east of Grove Street within the TVSP area.

Generally, throughout the TVSP area, sidewalks are provided on both sides of the street. University Street currently lacks sidewalks on some segments near the I-10 and Redlands Boulevard currently lacks sidewalks on some segments. Additionally, a multi-use trail, the Orange Blossom Trail, transverses the TVSP area east

of Center Street and west of Grove Street. Other multi-use trails exist on Church Street and a portion of Colton Avenue between 6th Street and Church Street.

5.14.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- TR-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- TR-4 Result in inadequate emergency access.

The Initial Study established that the proposed Project would result in less than significant impacts related to Thresholds TR-3 and TR-4. No further assessment of these impacts is required in this Draft EIR.

Vehicle Miles Traveled Significance Criteria

State CEQA Guidelines Section 15064.3(b)(1) provides that for land use projects:

VMT traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

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 area.
3. The project is one of the following land uses:
 - Local serving K-12 school
 - Local park
 - Daycare center
 - Local-serving gas station
 - Local-serving bank
 - 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 institution (public library, fire station, local government)
 - Local-serving community college that is consistent with the assumptions noted in the RTP/SCS
 - Affordable or supportive housing
 - Assisted living facility
 - Senior housing (as defined by the Federal Department of Housing and Urban Development)
4. 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

5.14.5 METHODOLOGY

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis. As outlined in State CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, in order to comply with CEQA Guidelines Section 15064.3, impacts associated with automobile delay are not analyzed in this Draft EIR.

Vehicle Miles Traveled Analysis Methodology

The applicability of each City of Redlands VMT Guidelines screening criterion was analyzed in relation to the proposed TVSP's land uses, location, and proximity to transit. If the Project meets one of the screening criteria set forth in the City of Redlands VMT Guidelines, it can be presumed that the Project would result in a less than significant impact.

5.14.6 ENVIRONMENTAL IMPACTS

IMPACT TR-1: THE PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Less than Significant Impact.

Roadway, Transit, Bicycle, and Pedestrian Facilities

Roadway Network: As described in 5.14-1, the TVSP area includes a variety of roadway types. As shown on Figure 3-9, *Future Street Network Improvements*, the TVSP identifies multiple potential circulation network improvements such as transforming New York Street, Orange Street, and University Street into gateway streets; introducing new streets to promote walkability and to reestablish Redlands' traditional street and block pattern; changing State Street between Orange Street and 7th Street into a two-way street; introducing a traffic signal at the intersection of Orange Street and Shoppers Lane; and upgrading crosswalks along University Street, among others. Implementation of these recommended roadway improvements would improve the circulation network within the TVSP area. Therefore, the proposed Project would not conflict with a plan, ordinance, or policy addressing roadway circulation, and impacts would be less than significant.

Transit Facilities: As described previously, the TVSP area is served by Omnitrans Routes 8 and 15 and the newly constructed Arrow line. These existing transit services would continue to serve their ridership in the area and would serve residents, employees, and visitors within the TVSP area. The TVSP includes recommendations for transit facility upgrades such as rerouting of certain bus routes through the Downtown Village to provide more effective bus stops and providing bus routes through the University Village. While the TVSP provides certain recommendations for improving existing transit throughout the TVSP area, the proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously, Brookside Avenue, Olive Avenue, and Cajon Street have Class II bike lanes. Citrus Avenue, Tennessee Street, and Colton Avenue have Class III bike lanes. Both the Redlands General Plan 2035 and TVSP identify New York Street and Church Street for Class III bike lanes and Tennessee Street, Redlands Boulevard, Colton Avenue, New York Street, Texas Street, Eureka Street, Citrus Avenue, Orange Street, Sixth Street, University Street, State Street, and Grove Street for Class II bike lanes, as shown on Figure 3-11, *Future Bicycle Network Improvements*. Furthermore, both the Redlands General Plan 2035 and TVSP identify extending the Orange Blossom Trail, a multi-use/Class I bike trail, westward from Grove Street to 9th Street through the TVSP area. Connection to the existing Class I portion of the Orange Blossom Trail in the New York Street Village, west of Texas Street, would be provided by a proposed Class II bike lane along Redlands Boulevard. Implementation of the Specific Plan would not alter or conflict with existing or planned bike lanes or bicycle transportation. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities: As detailed previously, sidewalks currently exist on streets throughout the majority of the TVSP area. However, the TVSP identifies multiple issues with existing pedestrian facilities throughout the TVSP area such as mega blocks, inadequate underpasses and intersections, and missing and deficient sidewalks. To enhance pedestrian facilities within the TVSP area, the TVSP provides recommendations for pedestrian-scaled blocks through the development of new streets that form blocks less than 500 feet by 500 feet; intersection improvements such as bulb-outs and pedestrian priority signal intervals; improvements for mid-block intersection crossings using pedestrian activated caution lights; and new signals at the intersection of Shoppers Lane and Orange Street; improved I-10 underpasses; a pedestrian crossing for the railroad tracks at the Downtown Village; and new sidewalks along University Street and Redlands Street. These proposed pedestrian facility improvements are shown in Figure 3-10, *Future Pedestrian Network Improvements*.

Implementation of the Specific Plan would include roadway improvements within the TVSP area that would provide for new sidewalks where none exist currently or provide for sidewalk improvements, thereby improving pedestrian facilities and the sidewalk network. Therefore, the proposed Specific Plan would also not conflict with pedestrian facilities, but instead would provide additional facilities. Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant.

IMPACT TR-2: THE PROJECT WOULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B) REGARDING VEHICLE MILES TRAVELED.

As described previously, State CEQA Guidelines Section 15064.3(b) focus on determining the significance of VMT-related transportation impacts. The proposed Project was analyzed in comparison to the City of Redlands VMT Guidelines. As discussed in the City of Redlands VMT Guidelines, if a project meets the screening criteria set forth in the guidelines, then it would be considered to have a less than significant impact on VMT. The applicability of each screening criteria, included in Section 5.14.4, in comparison to each TAZ within the proposed Project is discussed below.

TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, 53839101, 53834401, 53834502, 53837201, 53835202, and 53837101

Less than Significant Impact.

Screening Criteria 1 – TPA: According to the City's guidelines, projects within one-half mile of an existing or planned major transit stop or an existing stop along a high-quality transit corridor are within a transit priority area (TPA). Traffic Analysis Zones (TAZs) within the TVSP area and within a TPA may be presumed to have a less than significant VMT impact so long as developments have a floor area ratio of 0.75 or more, provide less parking than required by the City of Redlands, are consistent with the applicable Sustainable Communities Strategy, and do not replace affordable units with a smaller number of moderate- or high-income residential units. As shown in Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, a large portion of the TVSP area, and its respective TAZs, is located within a TPA. As shown in Table 5.14-2, 29 of the TAZs within the TVSP area are fully within a TPA, five are partially within a TPA, and three are not within a TPA. Implementing projects that are within the TVSP area and in TPAs, as shown on Figure 5.14-1, would be presumed to have a less than significant on VMT so long as they have a FAR of greater than 0.75 and provide less parking than required by the City of Redlands Municipal Code. However, at this time, specific development within this TAZ is unknown. Therefore, implementing projects consistent with the TVSP and consistent with the Screening 1 Criteria within TPAs would be presumed to have a less than significant impact on VMT. As TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, and 53839101 are located fully within a TPA, implementing projects pursuant to the TVSP within these TAZs would result in less than significant impacts related to VMT. Additionally, portions of TAZs 53834401, 53834502, 53837201, 53835202, and 53837101 are located within a TPA. Implementing projects within a TPA within those TAZs would result in a less than significant impact related to VMT.

Screening Criteria 2 – Low VMT Area: Low VMT areas are defined as TAZs with a total daily VMT/Service Population (employment plus population) that is 15% less than the baseline level for the County. TAZs within the TVSP area and in a low VMT area according to the San Bernardino Transportation Analysis Model (SBTAM) may be presumed to have a less than significant VMT impact. As shown in Table 5.14-2, all TAZs that are not located within, or are partially within, a TPA are in a low VMT area and would satisfy the low VMT area screening criteria, except for TAZ 53827101 and TAZ 53834601. TAZs 53834401, 53835301, 53835302, 53837201, 53835201, 53835202, 53837101, 53835203, and 53839101 are located within Low VMT areas. Therefore, implementing projects pursuant to the TVSP within these TAZs would have a less than significant impact on VMT.

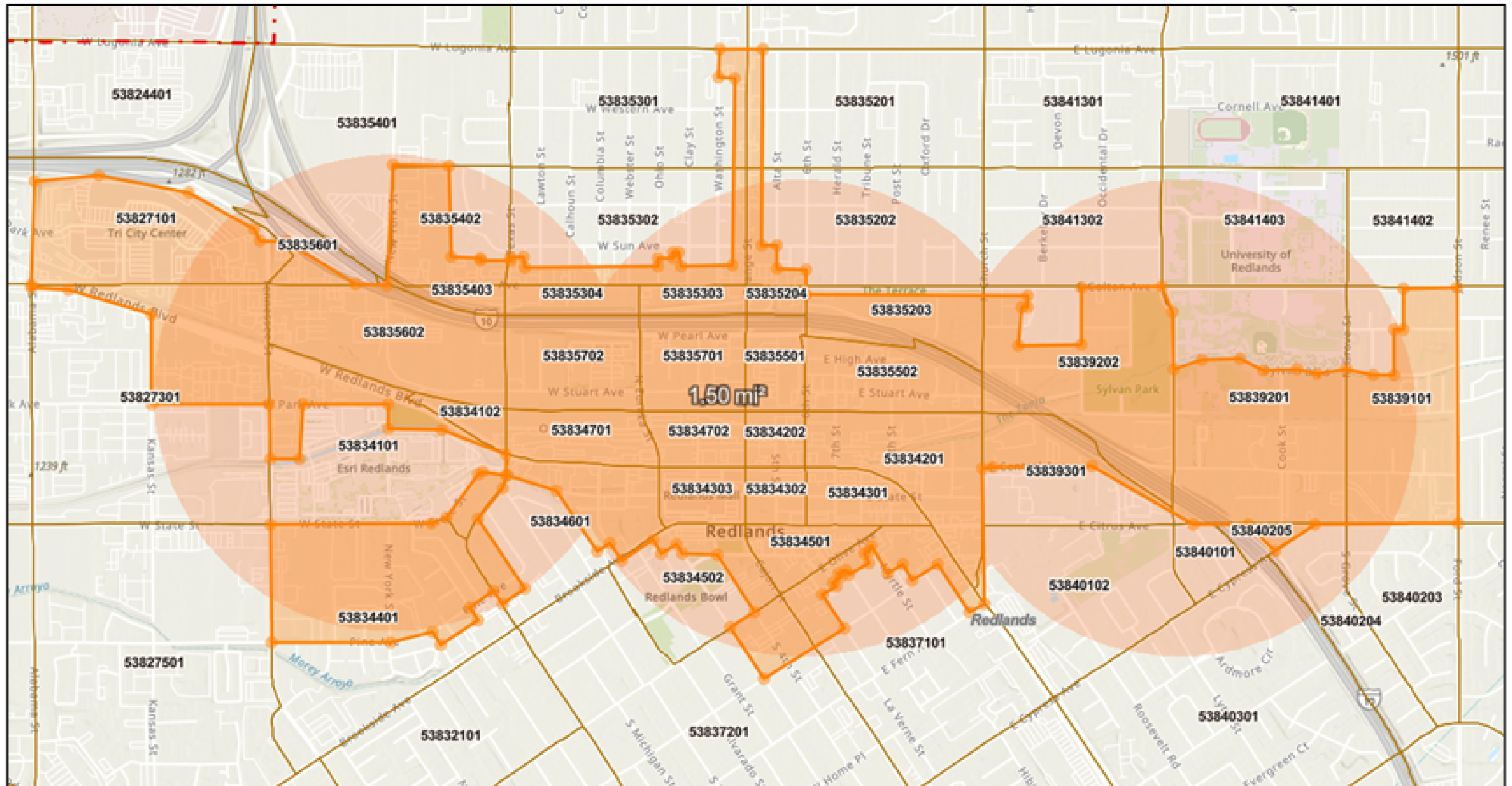
Screening Criteria 3 – Land Use Type: If any implementing projects within the TVSP area consist of a local serving K-12 school, local park, daycare center, local-serving gas station, local-serving bank, local-serving hotel, student housing project on or adjacent to a college campus, local-serving assembly use, community institution, local-serving community college, affordable housing, assisted living facility, or senior housing, the implementing projects would screen out of further VMT analysis. Implementing projects within the aforementioned TAZs could potentially consist of the type of developments that would screen out via Screening Criteria 3; however, specific implementing developments are unknown at this time.

Screening Criteria 4 – Land Use Quantity: If an implementing project does not screen out of conducting a VMT analysis pursuant to City of Redlands' screening criterion 1-3, if the project generates less than 3,000 MT CO₂e, such as a project that proposes 167 single-family dwelling units or fewer, 232 low-rise multi-family dwelling units or fewer, 299 mid-rise multi-family dwelling units or fewer, 59,100 SF or less of office space, 112,400 SF or less (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF or less of warehousing uses, and 74,600 SF or less of light industrial uses, the project would screen out of further

VMT analysis. Implementing projects that generate less than 3,000 MT CO₂e per year would be presumed to have a less than significant impact on VMT pursuant to Screening Criteria 4. Implementing projects within the aforementioned TAZs could potentially consist of the type of developments that would screen out via Screening Criteria 4; however, specific implementing developments are unknown at this time.

Overall, TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, 53839101, 53834401, 53834502, 53837201, 53835202, and 53837101 would all screen out of further VMT analysis based on the City's Screening Criteria 1 or 2 and implementing projects within these TAZs pursuant to the TVSP would result in a less than significant VMT impact.

Transit Priority Areas & Specific Plan TAZs



 Transit Priority Area

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Table 5.14-2: Specific Plan Traffic Analysis Zones

TAZ #	TPA?	TAZ VMT	Jurisdiction VMT	Threshold	Low VMT Area?	Screened
53827101	No	94.8	32.1	28.3	No	No
53835601	Yes	119.8	32.1	28.3	No	Yes
53827301	Yes	61.7	32.1	28.3	No	Yes
53835602	Yes	61.5	32.1	28.3	No	Yes
53834101	Yes	34.2	32.1	28.3	No	Yes
53834401	Yes/No	20.3	32.1	28.3	Yes	Yes
53834601	Yes/No	37.4	32.1	28.3	No	Yes
53834102	Yes	173.8	32.1	28.3	No	Yes
53835301	No	21.6	32.1	28.3	Yes	Yes
53835302	Yes	22.3	32.1	28.3	Yes	Yes
53835303	Yes	72.9	32.1	28.3	No	Yes
53835304	Yes	79.3	32.1	28.3	No	Yes
53835702	Yes	51.5	32.1	28.3	No	Yes
53834701	Yes	89.4	32.1	28.3	No	Yes
53835701	Yes	67.2	32.1	28.3	No	Yes
53834702	Yes	98.0	32.1	28.3	No	Yes
53834303	Yes	103.1	32.1	28.3	No	Yes
53834502	Yes/No	39.0	32.1	28.3	No	Yes
53837201	Yes/No	24.5	32.1	28.3	Yes	Yes
53835201	No	17.6	32.1	28.3	Yes	Yes
53835202	Yes/No	18.3	32.1	28.3	Yes	Yes
53835204	Yes	177.5	32.1	28.3	No	Yes
53835501	Yes	71.1	32.1	28.3	No	Yes
53834202	Yes	53.2	32.1	28.3	No	Yes
53834302	Yes	63.3	32.1	28.3	No	Yes
53834501	Yes	46.5	32.1	28.3	No	Yes
53837101	Yes/No	24.7	32.1	28.3	Yes	Yes
53835203	Yes	22.0	32.1	28.3	Yes	Yes
53835502	Yes	44.7	32.1	28.3	No	Yes
53834201	Yes	49.4	32.1	28.3	No	Yes
53834301	Yes	50.4	32.1	28.3	No	Yes
53839202	Yes	33.2	32.1	28.3	No	Yes
53839301	Yes	33.6	32.1	28.3	No	Yes
53839201	Yes	39.4	32.1	28.3	No	Yes
53840205	Yes	232.2	32.1	28.3	No	Yes
53839101	Yes	20.8	32.1	28.3	Yes	Yes

Note: In TAZ's noted as "Yes/No" unless highlighted, the TAZ is not completely within a TPA, however the portion of the project within the TAZ is completely within the TPA.

Source: EPD Solutions, 2022 (Appendix I)

TAZ 53834601

Less than Significant Impact. TAZ 53834601 is located in the southwest portion of the TVSP within the Downtown Village. Most of the implementing projects within this TAZ would fall within a TPA. However, there are five parcels that are not within the TPA (the addresses of the non-screened parcels are 15, 21, 23, 25 and 29 Kendall Street). These parcels are currently fully developed with single-family residences, and, when combined would total 1.06 acres in size.

Screening Criteria 1 – TPA: As shown in Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, a portion of TAZ 53834601 is located within a TPA. Implementing projects within TAZ 53834601 that are within the TPA, as shown on Draft EIR Figure 5.14-1 would screen out of a VMT analysis and can be presumed to have a less than significant impact on VMT. However, areas outside of the TPA within TAZ 53834601 would not be screened out of a VMT analysis based on Screening Criteria 1.

Screening Criteria 2 – Low VMT Area: As shown in Table 5.14-2, all TAZs that are not located within, or are partially within, a TPA are in a low VMT area and would satisfy the low VMT area screening criteria, except for TAZ 53827101 and TAZ 53834601. TAZ 53834601 is not located within a low VMT area. Therefore, 53834601 would not be screened out of a VMT analysis pursuant to Screening Criteria 2.

Screening Criteria 3 – Land Use Type: If any implementing projects within the TVSP area consist of a local serving K-12 school, local park, daycare center, local-serving gas station, local-serving bank, local-serving hotel, student housing project on or adjacent to a college campus, local-serving assembly use, community institution, local-serving community college, affordable housing, assisted living facility, or senior housing, the implementing projects would screen out of further VMT analysis. Based on the residential nature of the TAZ located outside of the TPA, implementing projects within these portions of the TAZ 53834601 are unlikely to consist of the type of developments that would screen out via Screening Criteria 3. As such, TAZ 53834601 would not be screened out of a VMT analysis pursuant to Screening Criteria 3.

Screening Criteria 4 – Land Use Quantity: If an implementing project does not screen out of conducting a VMT analysis pursuant to City of Redlands' screening criterion 1-3, if the project generates less than 3,000 MT CO₂e, such as a project that proposes 167 single-family dwelling units or fewer, 232 low-rise multi-family dwelling units or fewer, 299 mid-rise multi-family dwelling units or fewer, 59,100 SF or less of office space, 112,400 SF or less (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF or less of warehousing uses, and 74,600 SF or less of light industrial uses, the project would screen out of further VMT analysis. Implementing projects that generate less than 3,000 MT CO₂e per year would be presumed to have a less than significant impact on VMT pursuant to Screening Criteria 4.

In order for projects within TAZ 53834601 to be presumed to have a less than significant VMT impact, developments located within TAZ 53834601 must adhere to the land use quantities presented in Screening Criteria 4 – Land Use Quantities. As discussed above, the parcels that do not screen out within TAZ 53834601 are currently fully developed with single-family residences and are not expected to be redeveloped with a denser use. Furthermore, based on the small size of the portion of TAZ 53834601 that does not screen out via Screening Criteria 1, it can definitively be assumed that based on the design and development guidelines within these parcels, implementing development pursuant to the TVSP would not result in more than 167 single-family dwelling units, 232 low-rise multi-family dwelling units, 299 mid-rise multi-family dwelling units, 59,100 SF of office space, 112,400 SF (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF of warehousing uses, and 74,600 SF of light industrial uses. As such, it can be reasonably presumed that any future development pursuant to the TVSP within the portion of TAZ 53834601 located outside of a TPA would meet the criteria set forth in Screening Criteria 4. Therefore, implementing projects pursuant to the TVSP within TAZ 53834601 would result in less than significant VMT impacts via Screening Criteria 1 or Screening Criteria 4.

TAZ 53827101

Significant and Unavoidable Impact. As shown in Figure 5.14-1, TAZ 53827101 is located toward the western portion of the TVSP area by the Tri City Center. As shown in Figure 3-17, *Vacant and Non-Conforming Parcels*, two parcels within TAZ 53827101 are vacant and the rest are considered non-conforming. As such, it can be reasonably presumed that these parcels will be developed or redeveloped pursuant to the TVSP prior to buildout. However, at this time, specific development within this TAZ is unknown.

Screening Criteria 1 – TPA: As shown in Figure 5.14-1, *Transit Priority Areas & Specific Plan TAZs*, a portion of TAZ 53827101 is located within a TPA. Implementing projects within TAZ 53827101 that are within the TPA, as shown on Draft EIR Figure 5.14-1 would screen out of a VMT analysis and can be presumed to have a less than significant impact on VMT. However, areas outside of the TPA within TAZ 53827101 would not be screened out of a VMT analysis based on Screening Criteria 1.

Screening Criteria 2 – Low VMT Area: As shown in Table 5.14-2, all TAZs that are not located within, or are partially within, a TPA are in a low VMT area and would satisfy the low VMT area screening criteria, except for TAZ 53827101 and TAZ 53834601. TAZ 53827101 is not located within a Low VMT area. Therefore, TAZ 53827101 would not be screened out of a VMT analysis pursuant to Screening Criteria 2.

Screening Criteria 3 – Land Use Type: If any implementing projects within the TVSP area consist of a local serving K-12 school, local park, daycare center, local-serving gas station, local-serving bank, local-serving hotel, student housing project on or adjacent to a college campus, local-serving assembly use, community institution, local-serving community college, affordable housing, assisted living facility, or senior housing, the implementing projects would screen out of further VMT analysis. Implementing projects within TAZ 53827101 are unlikely to consist of the type of developments that would screen out via Screening Criteria 3. As such, TAZ 53827101 would not be screened out of a VMT analysis pursuant to Screening Criteria 3.

Screening Criteria 4 – Land Use Quantity: If a implementing project does not screen out of conducting a VMT analysis pursuant to City of Redlands' screening criterion 1-3, if the project generates less than 3,000 MT CO₂e, such as a project that proposes 167 single-family dwelling units or fewer, 232 low-rise multi-family dwelling units or fewer, 299 mid-rise multi-family dwelling units or fewer, 59,100 SF or less of office space, 112,400 SF or less (with no stores larger than 50,000 SF) of local-serving retail uses, 463,600 SF or less of warehousing uses, and 74,600 SF or less of light industrial uses, the project would screen out of further VMT analysis. Implementing projects that generate less than 3,000 MT CO₂e per year would be presumed to have a less than significant impact on VMT pursuant to Screening Criteria 4.

As discussed above, parcels outside of a TPA within TAZ 53827101 do not meet Screening Criteria 1, 2, or 3. In order for projects within TAZ 53827101 to be presumed to have a less than significant VMT impact, developments located within TAZ 53827101 must adhere to the land use types presented in Screening Criteria 3 – Land Use Types or land use quantities presented in Screening Criteria 4 – Land Use Quantities. The parcels that are not located within a TPA in TAZ 53827101 are currently developed with commercial uses associated with the Tri City Center and total approximately 40 acres. Therefore, there is potential that a large development, above the land use quantities presented in Screening Criteria 4 could be developed within the area located outside of the TPA and could potentially result in a VMT impact.

However, Mitigation Measure TR-1 is included to require implementing projects within a TPA and within TAZ 53827101 to conduct a VMT Screening Analysis or VMT Analysis prior to approval of any site plans. While it is likely that implementing projects would meet the criteria set forth in Screening Criteria 4, it is also possible that an implementing project would include development beyond the land uses provided for in Screening Criteria 4 and would result in more than 3,000 MT CO₂e of GHG emissions per year. Additionally, anticipated VMT reductions from inclusion of Transportation Demand Management (TDM) measures for implementing projects that result in a VMT impact, are not large enough to guarantee that significant impacts from implementing projects could be fully mitigated. As such, despite inclusion of Mitigation Measure TR-1, impacts related to VMT would be significant and unavoidable.

5.1.4.7 CUMULATIVE IMPACTS

Roadway, Transit, Bicycle, and Pedestrian Networks

The TVSP provides a comprehensive framework that would improve the street, transit, bicycle, and pedestrian networks throughout the TVSP area through buildout in 2040. This would include implementing roadway and circulation improvements, new bicycle and pedestrian facilities, and improving access to public transit. Overall, recommendations included in the TVSP would serve to improve the existing circulation networks with the TVSP area, and the City of Redlands as a whole, and cumulative impacts would be less than significant.

Vehicle Miles Traveled

The cumulative traffic study area for the proposed Project includes the City of Redlands. As discussed in the City of Redlands CEQA Assessment VMT Analysis Guidelines, projects that are consistent with the Redlands General Plan 2035 would not have a cumulative impact on VMT as General Plan buildout has been found to be consistent with the City's threshold of VMT per capita that is 15 percent below baseline conditions. As substantiated within Section 5.9, *Land Use and Planning*, of this Draft EIR, the proposed Project would be consistent with the General Plan and the TVSP would serve as an implementing tool for City of Redlands General Plan 2035. Therefore, implementing projects would be consistent with the Redlands General Plan and would not result in cumulatively considerable VMT impacts. As such, the proposed Project would not result in cumulative impacts related to VMT.

5.1.4.8 EXISTING REGULATIONS, STANDARD CONDITIONS, AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- SCAG 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy

Standard Conditions

None.

Plans, Programs, or Policies

None.

5.1.4.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impact TR-1 would be **less than significant**.

Regarding Impact TR-2, implementing projects within TAZs 53835601, 53827301, 53835602, 53834101, 53834102, 53835302, 53835303, 53835304, 53835702, 53834701, 53835701, 53834702, 53834303, 53835204, 53835501, 53834202, 53834302, 53834501, 53835203, 53835502, 53834201, 53834301, 53839202, 53839301, 53839201, 53840205, 53839101, 53834401, 53834502, 53837201, 53835202, and 53837101 would result in a less than significant VMT impact. Additionally, implementing projects within TAZ 53834601 would result in a **less than significant** VMT impact.

Without mitigation, implementing projects within TAZ 53827101 would be **potentially significant**.

5.1.4.10 MITIGATION MEASURES

Mitigation Measure TR-1: VMT Screening. Prior to approval of any site plan, any applicant for an implementing project within a TPA or TAZ 53827101 shall prepare a VMT Screening Analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines and provide this Analysis to the City of Redlands Planning Division and Engineering Division. The VMT Screening Analysis shall demonstrate that the implementing project meets the screening criteria set forth in the City of Redlands CEQA Assessment VMT Analysis Guidelines.

If the implementing project does not meet the screening criteria set forth in Screening Criteria 1, 2, 3, or 4, the implementing project applicant shall prepare a VMT analysis pursuant to the City of Redlands CEQA Assessment VMT Analysis Guidelines, and, if necessary, provide mitigation in order to reduce VMT generated by the implementing project such as:

- Modifying the project's build environment characteristics to reduce VMT generated by the project
- Implementing Transportation Demand Management (TDM) measures to reduce VMT generated by the project
- Participating in an available VMT fee program and/or VMT mitigation exchange or banking program, if any exist, to reduce VMT from the project or other land uses to achieve acceptable levels
- Implementing pedestrian and sidewalk improvements consistent with the TVSP (i.e., wider than typical 5-foot-wide sidewalks for high-pedestrian traffic areas)
- Constructing bicycle network improvements along the project's frontage consistent with the TVSP

5.14.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact TR-2: Implementing projects within TAZ 53827101 have the potential to result in significant VMT impacts after implementation of Mitigation Measure TR-1. Implementing projects within the TAZ that do not meet Screening Criterion 1, 2, 3, or 4 could result in VMT levels where potential VMT reductions associated with TDM measures would not be large enough to guarantee that significant impacts could be fully mitigated.

REFERENCES

City of Redlands General Plan 2035. Accessed: https://www.cityofredlands.org/sites/main/files/file-attachments/05_connected_city_low.pdf?1591207392

City of Redlands CEQA Assessment VMT Analysis Guidelines. Accessed: https://www.cityofredlands.org/sites/main/files/file-attachments/redlands_vmt_analysis_guidelines.pdf

EPD Solutions, Inc. Vehicle Miles Traveled (VMT) Screening Analysis. January 17, 2022. Appendix I.

Transit Villages Specific Plan. Accessed: <https://redlandstransitvillages.org/wp-content/uploads/2020/05/Ch.-5-Transportation-and-Circulation.pdf>

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