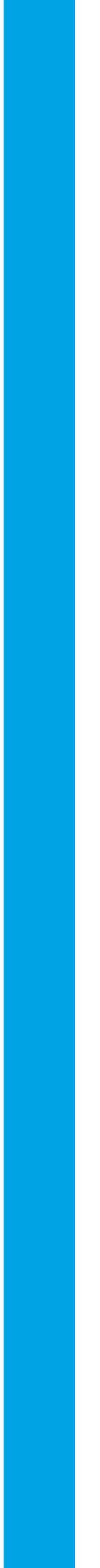


## **APPENDIX F --VEHICLE MILES TRAVELED (VMT) SCREENING**





## SCOPING MEMORANDUM

<b>Date:</b>	October 15, 2025	<b>GTS:</b> 250412.02
<b>To:</b>	City of Redlands (Attention of Mr. Don Young)	
<b>From:</b>	GTS	
<b>cc:</b>	Chambers Group	
<b>Subject:</b>	Vehicle Miles Traveled (VMT) Screening	
<b>Project:</b>	Redlands Marketplace	

GTS is pleased to present this Vehicle Miles Traveled (VMT) Screening memorandum for the Redlands Market Place located at the northeast corner of West Lugonia Avenue and Tennessee Street in the City of Redlands.

This memorandum consists of a brief project description as well as the VMT screening analysis per the City's established guidelines. The level of service analysis per Measure U is submitted under separate cover.

### BRIEF PROJECT DESCRIPTION

The project (Redlands Marketplace) proposes to construct a new shopping center with 36,000 SF grocery store, four multi-tenant pad buildings (total area of 31,500 SF), and one drive-through restaurant (2,700 SF) on an approximately 14.5-acre site.

The project site is located at the northeast corner of West Lugonia Avenue and Tennessee Street (APN: 0167-171-16-0000) within the Special Development (EV/SD) District of the East Valley Corridor Specific Plan.

The project site plan is attached as Exhibit 1. The location within the City of Redlands is shown in Exhibit 2.

### VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS

#### Background

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

#### VMT Screening Analysis

The "City of Redlands CEQA Assessment VMT Analysis Guidelines" provide details on screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds follow three steps:



1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening

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

Projects located within a TPA may be presumed to have a less-than-significant impact. A TPA is defined as a half-mile area around an existing major transit stop or an existing stop along a high-quality transit corridor. 'Major transit stop' means a site containing an existing rail station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and evening peak commute periods. A 'high-quality transit corridor' means a corridor with a fixed route bus service with service intervals no longer than 20 minutes during the peak commute hours.

However, this presumption cannot be applied if a project's floor area ratio (FAR) is less than 0.75 which is the case in the project at hand. Furthermore, the project is not located in a TPA per the SBCTA VMT screening tool Exhibit 4.

**The TPA Screening criterion is NOT met.**

### **2. Low VMT Area Screening**

Projects located within a low VMT generating area (VMT per worker, 15% below County baseline) may be presumed to have a less-than-significant impact. Based on the SBCTA VMT Screening Tool, the project is located in a Low VMT Area. The results of the SBCTA VMT Screening Tool and the recently released SBTAM+ VMT Screening Tool are provided in Exhibit 3 and Exhibit 4 respectively.

**The Low VMT Area Screening criterion is met.**

### **3. Project Type Screening**

Projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. 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 (low-rise) – 232 dwelling units or fewer
- Multi-family (mid-rise) – 299 dwelling units or fewer
- Office – 59,100 SF or less
- Local Serving Retail – 112,400 square feet or less (no stores larger than 50,000 square feet)
- Warehousing – 463,600 SF or less
- Light Industrial – 74,600 SF or less

The proposed retail project is less than 112,400 square feet and is intended to serve the local community. In addition, per Attachment 1 of the City of Redlands CEQA Assessment VMT Analysis Guidelines, based



on the proposed use and estimated daily trips for the project, the proposed project would generate less than 3,000 MT CO<sub>2</sub>e per year. As a result, the proposed project can be presumed to have a less-than-significant VMT impact and would meet the Project Type Screening criteria.

**The Project Type Screening criterion is met.**

### Conclusion

Based on review of the VMT screening criteria, the project meets the Project Type screening thresholds. Therefore, the project would result in a less-than-significant transportation impact, and no additional VMT analysis is required.

### List of Exhibits

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Exhibit 2. Location Map (Source: City of Redlands) .....	5
Exhibit 3. SBTAM VMT Screening Analysis (Source: SBCTA VMT Screening Tool).....	6
Exhibit 4. SBTAM+ VMT Screening Analysis (Source: SBCTA VMT Screening Tool).....	7



Exhibit 1. Site plan (Source: City of Redlands)

VICINITY MAP  
N.T.S.

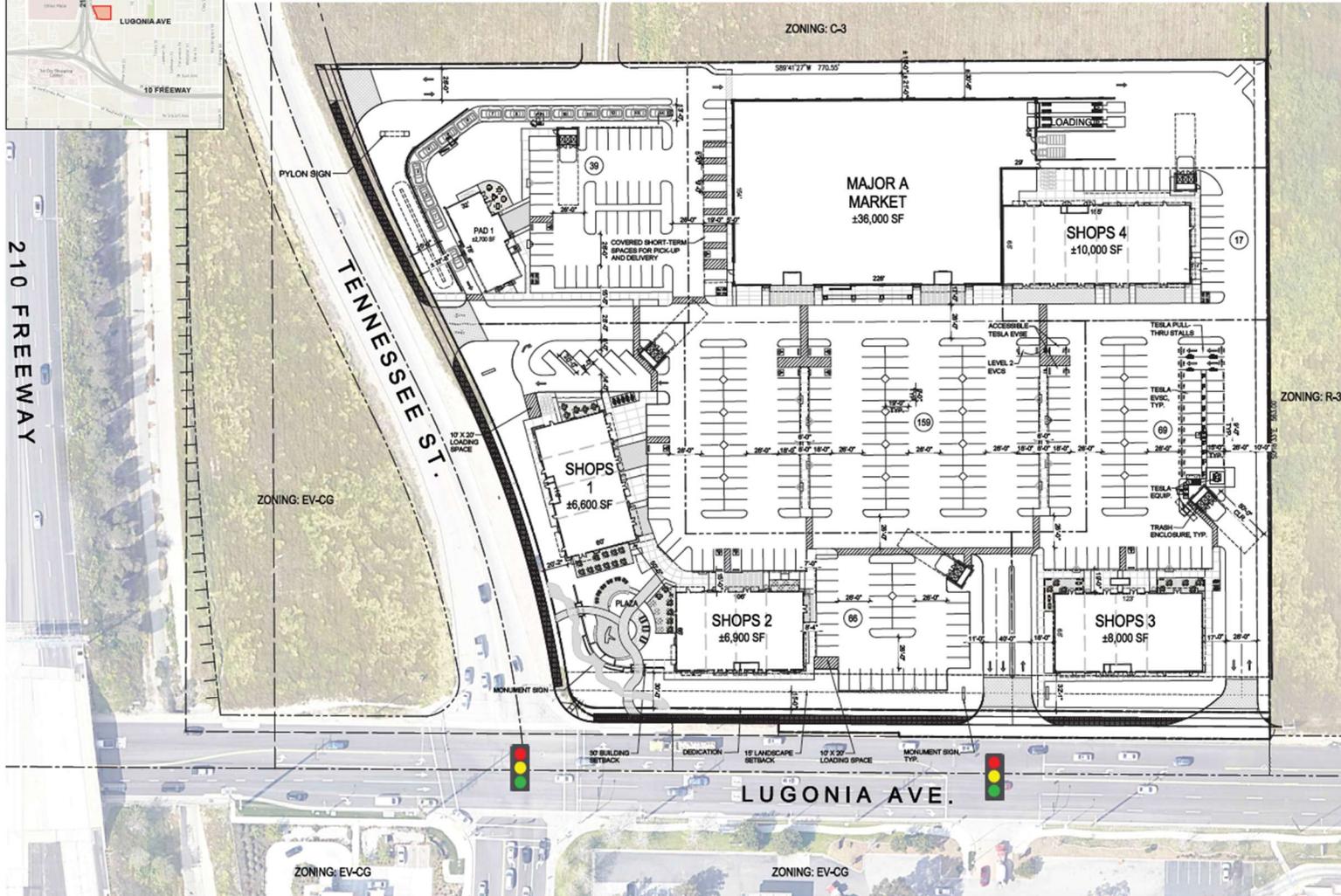


Exhibit 2. Location Map (Source: City of Redlands)

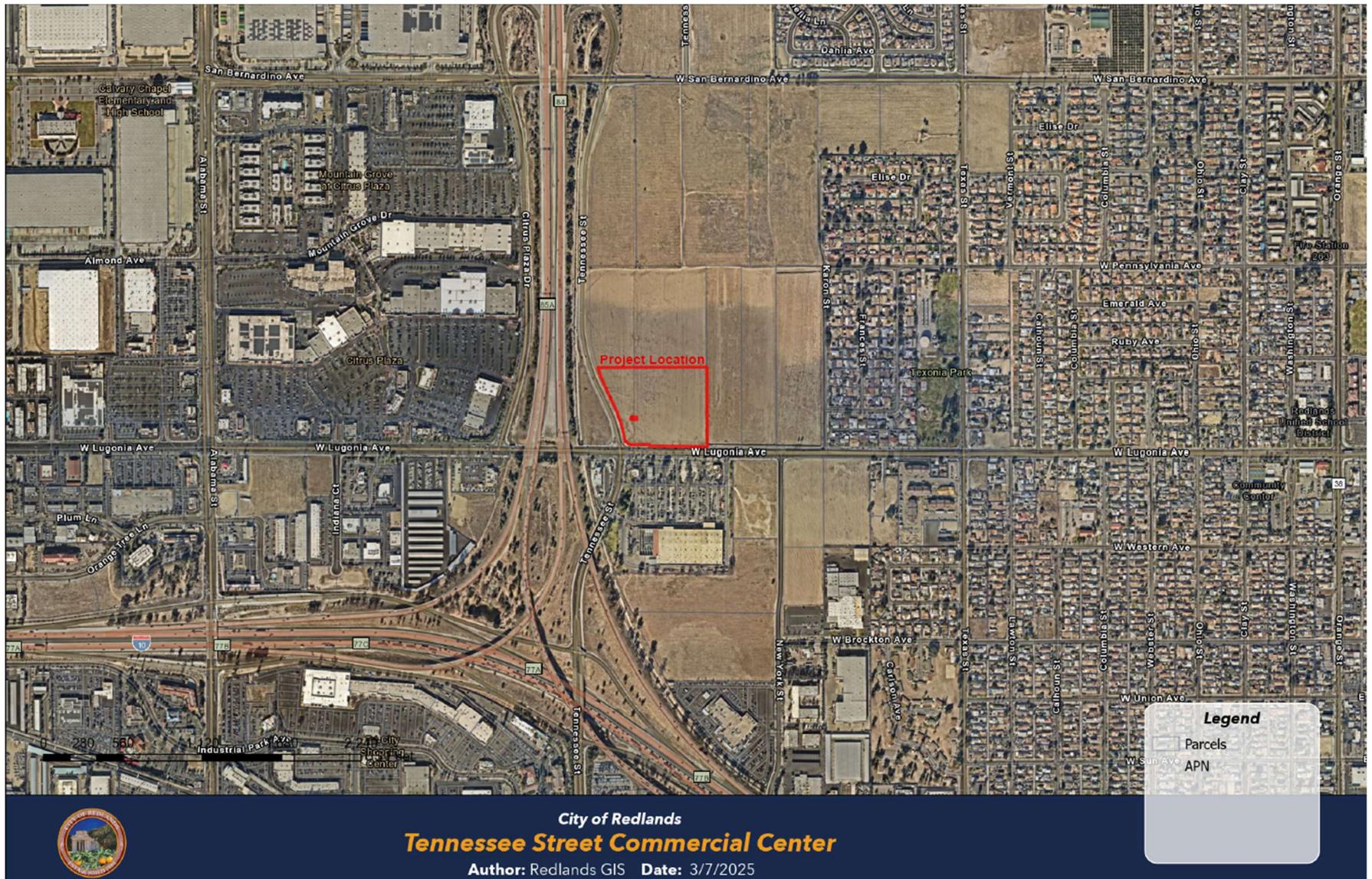


Exhibit 3. SBTAM VMT Screening Analysis (Source: SBCTA VMT Screening Tool)

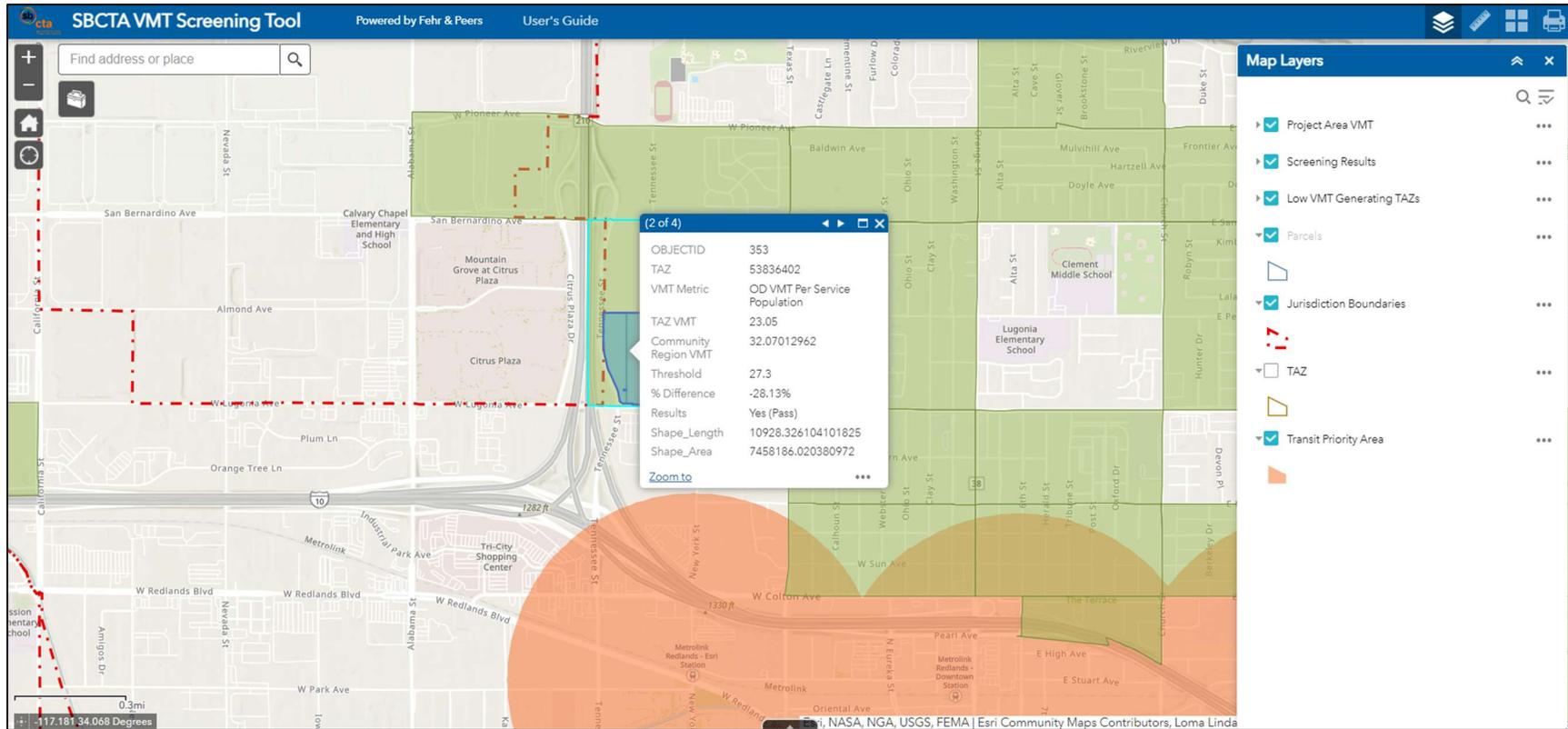


Exhibit 4. SBTAM+ VMT Screening Analysis (Source: SBCTA VMT Screening Tool)

The screenshot displays the SBCTA VMT Screening Tool interface. At the top, there is a navigation menu with options: Overview, VMT Map, VMT Tools (highlighted), VMT Reduction Strategies, STOPS Modeling, and SBTAM+. The main header reads "VMT Screening Tool" and "Landing Page".

The interface is divided into three main sections:

- Map Section:** On the left, there is a search bar labeled "Find address or place" with a magnifying glass icon. Below it are map controls: a plus sign for zoom in, a minus sign for zoom out, a home button, a refresh button, and a pagination indicator showing "(3 of 4)" with left and right arrow buttons.
- Data Table:** A white pop-up window displays the following data for a selected area:
- Map Section:** The map shows a geographic area with a blue overlay. A label "Redlands Municipal Airport" is visible on the right side of the map.

OBJECTID	461
TAZ	53836401
VMT Metric	OD VMT Per Service Population
TAZ VMT	27.462371633225807
Community Region VMT	38.95417888516129
Threshold	33.1
% Difference	-29.5%
Results	Yes (Pass)
Shape_Length	10481.632055094282
Shape_Area	6869659.6981845265
...	