

RESOLUTION NO. 4952

A RESOLUTION ADOPTING A LAND USE/TRANSPORTATION ANALYSIS PROGRAM FOR THE CITY OF REDLANDS.

Whereas, Section 65089.3 (a) of the California Government Code requires development and implementation of a Congestion Management Program in each of California's urbanized counties; and,

Whereas, the San Bernardino Associated Governments has been designated the Congestion Management Agency (CMA) for San Bernardino County; and

Whereas, the CMP provides a method of relating community regional goals regarding land use, traffic congestion, and air quality, while retaining local authority to approve land use decisions; and

Whereas, the CMP has designated a system of roadways on which traffic congestion is to be monitored; and

Whereas, Section 65089.3(a) of the California Government Code requires the county and each city to adopt and implement "a program to analyze the impacts of land use decisions, including an estimate of the costs associated with mitigating these impacts" on the CMP network of roadways;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Redlands hereby adopts the Land Use/Transportation analysis Program as specified herein.

1. PURPOSE

The purpose of the Land Use/Transportation Analysis Program of the City of Redlands is to evaluate the potential impact of land use decisions within the City on the transportation system both within and outside the City. The evaluation of potential impacts shall be conducted in a Traffic Impact Analysis Report (TIA Report), prepared by the development project applicant (note: some cities may oversee the preparation of these reports directly, using developer funds).

2. DEFINITIONS

Congestion Management Agency - (CMA) - The agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.

Congestion Management Program (CMP) - A program required for each urbanized county in California, pursuant to California Government Code Section 65089.

CMP Intersections - Intersections of two CMP roadways.

CMP Segment - A section of CMP roadway between two CMP intersections, or, for limited access highways, a section between two interchanges.

Key Intersections - CMP Intersections plus other intersections on the CMP roadway network deemed to be critical to traffic operations on that roadway.

Level of Service - LOS) - A qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as delay, speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

Link - A length of roadway between two intersections. A CMP segment would typically consist of several roadway links.

Ramp - Connecting roadway between a freeway and a surface street or between two freeways.

Travel Demand Management - TDM) - Demand based techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

CMP Model - The transportation planning model or models, consistent with the Regional Model, which is used for preparing CMP forecasts for San Bernardino County.

Traffic Impact Analysis (TIA) Report - A report prepared by a local jurisdiction or development project applicant identifying the potential impact of the proposed project and mitigations needed to maintain the traffic level of service on the CMP network.

Vehicle Trip - A one-way movement of a vehicle between two points.

3. REQUIREMENTS

TIA Reports shall be prepared by local jurisdictions when local criteria and thresholds indicate they are necessary, or when the proposed development exceeds half the size of the CEQA thresholds for regional review. The thresholds for required TIA Report preparation are:

- 250 Dwelling units
- 250,000 GSF retail space
- 325,000 GSF industrial space
- 125,000 GSF office space
- 250 hotel/motel rooms

For mixed use developments, or staged developments, the size of each proposed use shall be divided by the appropriate land use type threshold shown above to determine a land use size ratio. A TIA report will be required if the sum of the land use size ratios equals or exceeds 1.0. A procedure for making this determination is provided in Appendix C of the 1992 CMP.

The City of Redlands requires a TIA Report on projects which are judged to have an impact on the level of service of the street system. TIA Reports will be required in all such cases even though the project may be below the CMP thresholds.

The TIA Reports shall be copied to the CMA upon the receipt of the report by the City from the preparer. If the TIA Report determines that the project would add 50 or more 2-way peak hour trips to a CMP arterial within another jurisdiction or 100 2-way peak hour trips on a freeway, that jurisdiction (and Caltrans, if a state highway) shall be provided a copy of the TIA Report.

TIA Reports shall be provided to the CMA and adjacent jurisdictions so that information exchange and communication can occur in concert with the permitting jurisdiction's project review schedule and prior to any approval or permit activity. Agencies which receive TIA reports shall provide any comments within 3 weeks of the date the TIA Report was mailed by the permitting jurisdiction. Should the comments received from adjacent jurisdiction, the CMA, Caltrans, or transit agencies recommend changes to the TIA Report, the permitting jurisdiction shall consider comments received and make changes deemed necessary by the permitting jurisdiction. Should the changes be such that the permitting jurisdiction chooses to recirculate the document, the commenting agencies will complete the review of the revised document within two weeks of receipt. This process is intended to be consistent with any actions required under the local Land Use/Transportation Analysis Program.

If the City wishes communications to be on record with the CMA, the City should forward copies to the CMA to be logged and filed. The CMA is available to serve as a clearinghouse for such communications regardless of the size of the subject project. These communications will document forecast implications of land use decisions and, if deficiencies arise which are attributable to another jurisdiction's land use decisions, can be a basis for interjurisdictional sharing of the responsibility to mitigate transportation impacts.

If the City believes that portions of the CMP network within their boundaries are likely to be impacted by a land use decision within an adjacent jurisdiction, they may request, but cannot require, that the adjacent jurisdiction prepare a TIA Report on the subject project. Such a request is unnecessary if the size of the project exceeds the adjacent jurisdiction's review threshold, but special circumstances may suggest a need for additional analysis.

Attachment 1 of this Resolution provides the detailed guidelines for preparing TIA Reports. While the guidelines provide some degree of flexibility in the preparation of TIA reports, significant variations from these guidelines by the preparer of the TIA report with notice provided to the CMA.

4. THE LAND USE/TRANSPORTATION ANALYSIS PROCESS

The steps involved in the process are listed below:

- A development application is submitted to the City.
- If the City determines that project review is required, based on the established size criteria, the City shall provide the applicant with the standardized TIA procedures and report format.
- If neither the City's size criteria nor the CMP thresholds are met, no TIA Report is required. However, Caltrans and the CMA shall be notified by the City for proposed traffic-generating projects (other than a single family residence) in Federally designated urbanized areas where any portion of the project abuts a State highway or abuts a roadway which intersects a State highway, and is within 500 feet of that intersection, including interchange ramps. The purpose of this requirement is to provide Caltrans with advance warning of an opportunity to acquire right-of-way for additional turning lanes at intersections on the CMP network.
- The City shall submit a copy of the completed TIA Report to the CMA. For projects adding 50 or more 2-way peak hour trips to a CMP arterial within another jurisdiction or 100 2-way peak hour trips on a freeway, the City shall provide that jurisdiction (and Caltrans, if a state highway) with a copy of the TIA Report.

- Potentially impacted jurisdictions may review the TIA Report and provide technical comments to the City and the CMA. The CMA may also comment to the lead agency agency, and may attach the comments of other jurisdictions.

- The City shall consider the responses of potentially impacted jurisdictions, Caltrans, and the CMA during deliberations on the project or plan approval. An impacted jurisdiction may request to meet with the City to resolve technical issues associated with the TIA, which may include the magnitude of an impact, location of an impact, timing of an impact, nature of the proposed mitigation, estimated cost of mitigation, and apportionment of responsibility to mitigate the impact.

- Forecast interjurisdictional impacts of a project are to be mitigated through a facility improvement or strategy developed jointly by the City, the project applicant, and the impacted jurisdiction(s).

- A jurisdiction in which the CMP system is impacted by a land use decision of the City should be compensated by the City or the project applicant for any mitigations required within the impacted jurisdiction. If this compensation does not occur, and a deficiency plan is required according to CMP guidelines to address the impacted portion of the CMP system, the TIA Report may be used to assist in to apportioning the responsibility to mitigate the deficiency within the impacted jurisdiction.

- If resolution between the City and a potentially impacted jurisdiction cannot be achieved, the impacted jurisdiction may request (but cannot require) the City to condition approval of a project on monitoring of traffic and/or travel characteristics to and from the project site, and provision of mitigation as warranted based on the results of monitoring. At the lead agency's discretion, this may be required of a project as a mechanism to verify the magnitude of the impacts of a specific project on CMP roadways, and provide for mitigations as needed following project approval.

5. SUMMARY OF AGENCY RESPONSIBILITIES

CMA Responsibilities

- Determine conformance of locally adopted Land Use/Transportation Analysis programs pursuant to Government Code Section 65089.3.

- Review TIA Reports for technical consistency as a basis for the determination of CMP conformance.

- Participate as needed in discussions on the potential interjurisdictional impacts of land use decisions, mitigation of potential deficiencies, and fair apportionment of responsibility for mitigation, at the request of the City or a potentially impacted jurisdiction.
- Maintain the CMP TIA Report guidelines and coordinate modification of the guidelines as needed. If modification is needed, the modified versions of the guidelines are to be distributed to all local jurisdictions, transit agencies, and Caltrans. Any modifications to the guidelines are to be developed and recommended by a technical committee which consists of staff representatives of the CMA and local jurisdictions, and must ultimately be approved by the CMA Board.
- As needed, assist the air districts in developing a menu of transportation control measures or trip reduction and travel demand management strategies will receive credit as traffic mitigation measures.
- Assist in making traffic, transit and TDM data available to local agencies for purposes of preparing CMP TIA reports.
- In cooperation with SCAG and the local jurisdictions, plan for and implement a regional database of existing land use, and proposed changes in land use.
- In cooperation with SCAG, make data available from the CMP model for use in local models.
- Maintain a log and file of TIA Reports received, responses to TIA Reports received, and dates of submission of responses to the lead agency as part of the required database on traffic impacts.
- Develop guidelines, in cooperation with local jurisdictions and Caltrans, for traffic monitoring programs potentially needed to monitor traffic generated by certain development projects.

City Responsibilities

- Adopt and implement the Land Use/Transportation Analysis Program.
- Act as a lead agency for preparation of TIA Reports on projects within the City.

- Implement a transportation model and/or analytical procedures capable of analyzing the impacts of land use decisions on the regional transportation system, both within the jurisdiction and in adjacent jurisdictions.
- Provide copies of TIA Reports to all jurisdictions in which project-imposed traffic impacts are identified.
- Provide a copy of all TIA Reports to the CMA and list jurisdictions to which the TIA Reports are being sent.
- Incorporate consideration of TIA Report results and responses of other jurisdictions on TIA Reports into the land use decision and traffic impact mitigation process and certify that the analysis is consistent with the CMP guidelines.
- Participate as needed in discussions on potential interjurisdictional impacts of land use decisions, mitigation of potential deficiencies, and fair apportionment of responsibility for mitigation.
- Respond to TIA reports prepared by other jurisdictions and bring traffic impact issues to their attention.
- Notify Caltrans and the CMA of traffic-generating projects (other than single family residences) within Federally designated urbanized areas with a property line in common with a State highway or within 500 feet of a state highway along an intersecting street.
- Consider requiring traffic monitoring programs for certain development projects to confirm follow-through of commitments made to the agencies impacted by that development.

Southern California Association of Governments (SCAG) Responsibilities

- Make models and model data available to local agencies for purposes of preparing TIA Reports.
- Maintain socioeconomic data sets for models.

- In cooperation with the appropriate air district, determine which trip reduction/travel demand management strategies will receive credit as traffic mitigation measures.

Caltrans Responsibilities

- Make traffic count and level of service information available to local jurisdictions preparing TIA Reports.
- Review CMP TIA Reports, provide a response to the impacting jurisdiction, and enter into discussions on the resolution of impacts on State roadways as appropriate to each situation.

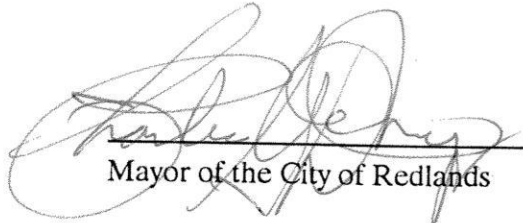
Transit Agency Responsibilities

- Make transit information available to local agencies preparing TIA Reports.
- Review CMP TIA Reports as submitted by local jurisdictions, provide comments to the requesting jurisdiction, adjacent impacted jurisdictions, and the CMA, and participate in the process to resolve identified impacts.

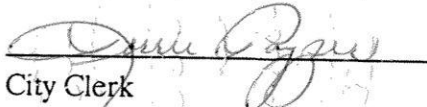
Southern California Air Quality Management District (SCAQMD) and San Bernardino Air Pollution Control District (SBCAPCD) Responsibilities

- Maintain a list of transportation improvements that are acceptable air quality mitigations for inclusion in the action plans of TIA Reports.

ADOPTED, SIGNED AND APPROVED, this sixteenth day of February, 1993.


Mayor of the City of Redlands

ATTEST:

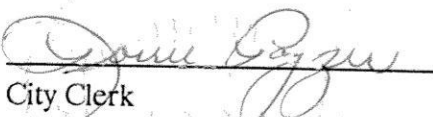

City Clerk
City of Redlands, California

I, Lorrie Poyzer, City Clerk of the City of Redlands, hereby certify that the foregoing Resolution was adopted by the City Council at a regular meeting thereof, held on the sixteenth day of February, 1993 by the following vote:

AYES: Councilmembers Larson, Cunningham, Milson, Foster;
Mayor DeMirjyn

NOES: None

ABSENT: None


City Clerk