

# TECHNICAL MEMORANDUM

**DATE:** July 7, 2025  
**TO:** Ruben Hovanesian, City of Fontana  
**FROM:** Alex So, Urban Crossroads, Inc.  
**JOB NO:** 16110-02 VMT

## **SUBJECT: FONTANA UPZONE SITE VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION**

Urban Crossroads, Inc. has completed the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Fontana Upzone Site (Project) located south of Jurupa Avenue, east of Volante Drive, and west of Locust Avenue in the City of Fontana

### **PROJECT OVERVIEW**

It is our understanding that the Project contemplates a potential change in zoning for two adjacent land areas currently zoned Residential Planned Community (R-PC) with an existing density of 3 dwelling units (DU) per acre to Multiple Family Medium/High Density Residential (R-4) with a proposed zoning density of up to 39 DU per acre. The existing zoning allows for the development of up to 169 DUs (**Approved Density**), while the proposed zoning would allow for the development of up to 2,188 DUs (**Proposed Density**), which is an increase of 2,019 DUs. At this time, there is no specific development project proposed. A location map for the Project land areas is included in Attachment A.

### **BACKGROUND**

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Fontana adopted their Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (City Guidelines) (1). This VMT screening evaluation has been developed based on the City Guidelines.

### **VMT SCREENING**

City Guidelines state that a project may be determined to have a less than significant VMT impact and screened out of requiring a project-level VMT analysis if it meets at least one of the City's VMT screening criteria. To aid in the screening process for criteria that utilize map-based information, and consistent with thresholds identified in the City Guidelines, the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (**Screening Tool**) was used. The City's adopted VMT screening criteria considered for the Project are listed below:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Local Serving Project Type Screening
- Step 4: Project net daily trips less than 500 ADT

### **STEP 1: TPA SCREENING**

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”<sup>1</sup> or an existing stop along a “high-quality transit corridor”<sup>2</sup>) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- 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);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Screening Tool provides a map of TPA areas within the County of San Bernardino. The Project is not located within a TPA (see Attachment B).

**TPA screening step is not met.**

### **STEP 2: LOW VMT AREA SCREENING**

City Guidelines state that projects located within a low VMT-generating area may be presumed to have a less than significant VMT impact absent substantial evidence to the contrary. City Guidelines identify a low VMT area as an individual traffic analysis zone (TAZ) where VMT per service population is 15% below the County of San Bernardino average total daily VMT per service population. Table 1 presents the calculated City threshold from the San Bernardino County Transportation Analysis Model (SBTAM) version 3.2.

**TABLE 1: AVERAGE TOTAL DAILY VMT PER SERVICE POPULATION**

	<b>Countywide</b>
<b>Service Population</b>	3,213,472
<b>VMT</b>	125,927,923
<b>VMT per Service Population</b>	39.0
<b>15% Below Baseline (City Threshold)</b>	33.2

<sup>1</sup> Pub. Resources Code, § 21064.3 (“Major transit stop” means a site containing an existing rail transit 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 15 minutes or less during the morning and afternoon peak commute periods.”).

<sup>2</sup> Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”).

The SBTAM model is then used to determine the existing VMT per service population generated by the Project TAZ in which the Project is located (TAZ 53733401). TAZ 53733401 generates 27.5 VMT per service population, which is below the City threshold of 33.2 VMT per service population as shown in Table 2, SBTAM outputs can be found in Attachment C. The Project is located in a low VMT area.

**TABLE 2: EXISTING PROJECT TAZ VMT PER SERVICE POPULATION**

	Existing TAZ 53733401
Service Population	1,657
VMT	45,647
VMT per Service Population	27.5
City Threshold	33.2
In a Low VMT Area?	Yes

Low VMT Area screening step is met.

### **STEP 3: LOCAL SERVING PROJECT TYPE SCREENING**

The City Guidelines state that local serving retail with buildings less than 50,000 square feet are presumed to have a less than significant VMT impact such as:

- Supermarket
- Restaurant/café/bar
- Coffee/donut shop
- Dry cleaners
- Barbershop
- Hair/nails salon
- Walk-in medical clinic
- Urgent care
- Auto repair/tire shop
- Gyms/health club
- Dance/yoga/fitness/material arts studio

In addition to local serving retail, the following local serving 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:

- 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 college campuses
- 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)

The Project does not propose developing any uses as listed above.

**Local Serving Project Type screening step is not met.**

#### **STEP 4: PROJECT NET DAILY TRIPS LESS THAN 500 AVERAGE DAILY TRIPS (ADT) SCREENING**

Projects that generate fewer than 500 ADT are deemed to not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT. Substantial evidence in support of this daily trip threshold is documented in the City Guidelines.<sup>3</sup>

The Project based on the proposed density is expected to generate vehicle trips exceeding the 500 ADT threshold.

**Project Net Daily Trips Less Than 500 ADT screening step is not met.**

#### **CONCLUSION**

Based on our findings, the Project was found to meet Step 2: Low VMT Area Screening. The Project would result in a less than significant VMT impact; no further VMT analysis required. If you have any questions, please contact me directly at [aso@urbanxroads.com](mailto:aso@urbanxroads.com).

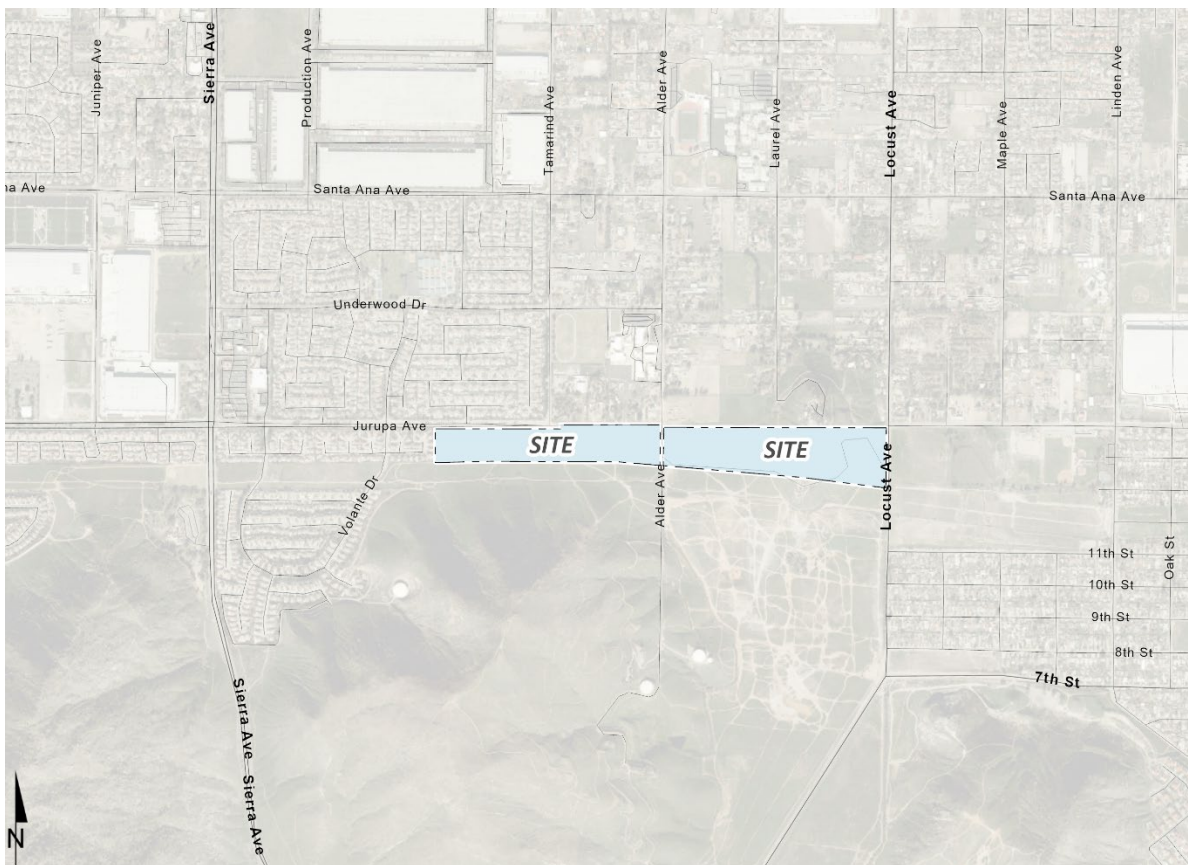
#### **REFERENCES**

1. **City of Fontana Traffic Engineering Division.** *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* City of Fontana : s.n., October 2020.

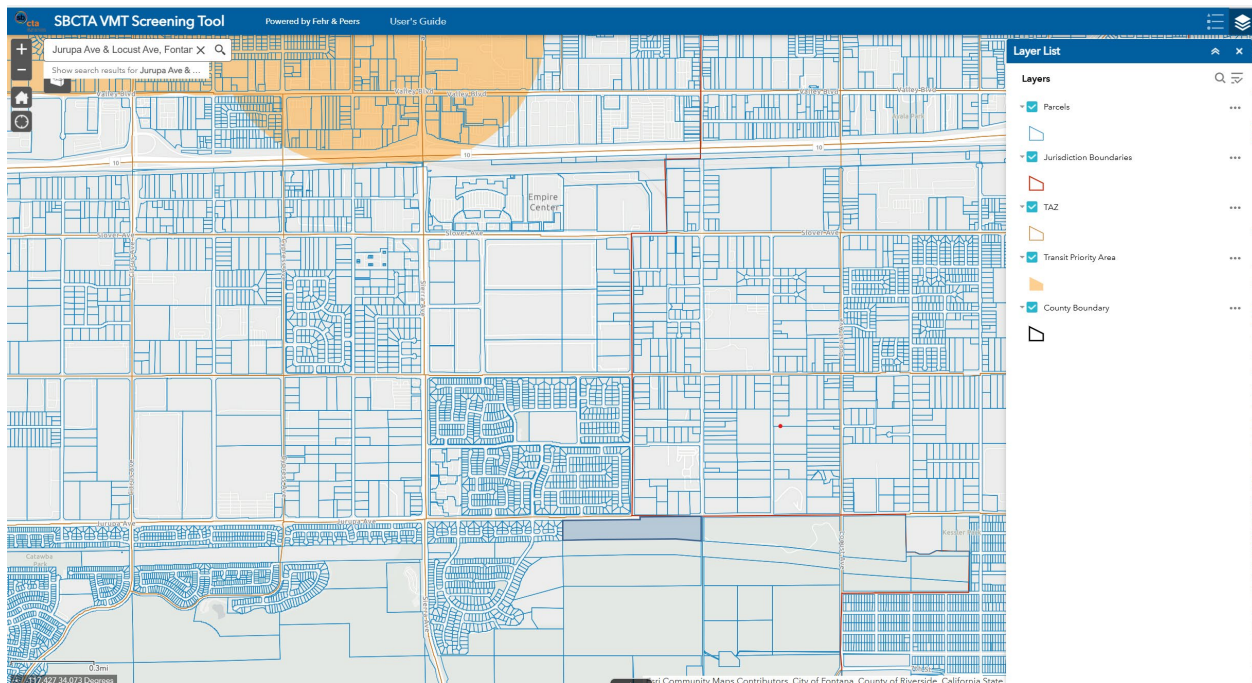
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<sup>3</sup> City Guidelines; Appendix B.

**ATTACHMENT A:**  
**PROJECT LOCATION MAP**



## ATTACHMENT B: SBCTA SCREENING TOOL RESULTS



## ATTACHMENT C:

### SBTAM OD OUTPUTS FOR EXISTING PROJECT TAZ

	2019	2050
<b>TAZ</b>	53733401	53733401
<b>Auto VMT From</b>	19466.32227	24542.31055
<b>Auto VMT To</b>	19603.56445	24528.27344
<b>Auto VMT Intra</b>	8.33677	13.156351
<b>Auto VT From</b>	2051.027344	2511.503906
<b>Auto VT To</b>	2022.864014	2485.581787
<b>Auto VT Intra</b>	7.596153	12.177402
<b>Auto TripLen From</b>	9.491011	9.771958
<b>Auto TripLen To</b>	9.690995	9.868222
<b>Auto TripLen Intra</b>	1.097499	1.080391
<b>Auto TripLen All</b>	9.606177	9.84119
<b>Truck VMT From</b>	2051.767822	3397.91333
<b>Truck VMT To</b>	2064.778076	3431.373047
<b>Truck VMT Intra</b>	0.277869	0.342067
<b>Truck VT From</b>	62.162392	92.153023
<b>Truck VT To</b>	62.162392	92.153023
<b>Truck VT Intra</b>	0.253184	0.316614
<b>Truck TripLen From</b>	33.006578	36.872511
<b>Truck TripLen To</b>	33.215873	37.235599
<b>Truck TripLen Intra</b>	1.097499	1.08039
<b>Truck TripLen All</b>	33.176553	37.11596
<b>All VMT From</b>	21518.08984	27940.22266
<b>All VMT To</b>	21668.3418	27959.64648
<b>All VMT Intra</b>	8.614639	13.498417
<b>All VT From</b>	2113.189697	2603.656982
<b>All VT To</b>	2085.026367	2577.734863
<b>All VT Intra</b>	7.849338	12.494018
<b>All TripLen From</b>	10.182754	10.731146
<b>All TripLen To</b>	10.392359	10.846595
<b>All TripLen Intra</b>	1.097499	1.08039
<b>All TripLen All</b>	10.304066	10.812048