MEMORANDUM

URBAN CROSSROADS

DATE: February 28, 2023
TO: Kristen Goddard, T&B Planning, Inc.
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 15283-01 VMT

ALDER AND MERRILL VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Alder and Merrill (**Project**), which is located north of Merrill Avenue, between Alder Avenue and Laurel Avenue in the City of Fontana.

PROJECT OVERVIEW

The Project consists of a proposed General Plan Amendment (**GPA**) and a Zone Change (**ZC**) for a 6.4-acre property that is located in the City of Fontana north of Merrill Avenue, between Alder Avenue and Laurel Avenue, and south of Citron Avenue. The GPA would change the General Plan land use designation of the Project site from Single Family Residential (**R-SF**) to Multifamily Medium High-Density Residential (**R-MFMH**) and the zoning of the Project site from Single Family Residential (**R-1**) to Multifamily Medium/High Density Residential (**R-4**). The existing General Plan land use and zoning are shown and the proposed GPA and ZC are shown in Attachment A. The increased unit count allowance would increase from a maximum of 32 residential units (6.4 acres x 5.0 units/acre = 32 units) to 249 residential units (6.4 acres x 39 units/acre = 249 units), for a net increase of 217 units assuming maximum development potential under the existing and proposed designations. No development project is currently proposed, and no physical disturbance of the Project site is currently proposed.

Only the proposed change to the underlying land use has been evaluated as part of this evaluation.

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 (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (October 2020) (**City Guidelines**) (1). This VMT screening evaluation has been developed based on the adopted City Guidelines.

VMT SCREENING

The City Guidelines lists standardized screening methods for project level VMT analysis that can be used to identify when a proposed land use development project is anticipated to result in a less than significant impact, thereby eliminating the need to conduct a full VMT analysis. The screening steps described in the City Guidelines are listed below and a land use project needs only to satisfy one of the screening steps to result in a less than significant impact:

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 Average Daily Trips (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"[1] or an existing stop along a "high-quality transit corridor"[2]) 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 Project site is serviced by OmniTrans line 15, however the service frequency exceeds the 15 minute or less as required to be considered a major transit stop. As a result, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

TPA Screening step is not met.

[1] 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.").
[2] 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.").

STEP 2: LOW VMT AREA SCREENING

City Guidelines state that projects located within a low VMT generating zone may be presumed to have a less than significant VMT impact absent substantial evidence to the contrary. City Guidelines identify VMT per service population as the appropriate VMT metric for land use projects and an impact threshold of "15% below the baseline County of San Bernardino per service population."[3]

The San Bernardino Transportation Analysis Model (SBTAM) is used to measure VMT performance in individual TAZs within the region. The Project's physical location was identified in the SBTAM model to determine the TAZ in which the Project will reside. The Project TAZ 53736201 is then calculated using Origin-Destination (OD) trip matrices to obtain total OD VMT. The resulting total OD VMT is divided by the Project TAZ's service population (i.e., population and employment). The Project TAZ 53736201 has a VMT per service population of 20.59, which was compared to 15% below County of San Bernardino baseline or 28.41 VMT per service population[4]. Therefore, the Project is located in a low VMT area.

As the Project is located within a low VMT generating zone and the Project TAZ was found to contain residential land uses consistent with the proposed Project, there is nothing unique about the Project that would alter existing travel patterns.

Low VMT Area Screening step is met.

STEP 3: LOCAL SERVING PROJECT TYPE SCREENING

City Guidelines state that local serving retail with buildings less than 50,000 square feet or other local serving essential services (e.g., day care centers, public schools, local parks and other community institutions) are presumed to have a less than significant impact absent substantial evidence to the contrary. The proposed Project is not considered a local serving use based on the examples provided in the City Guidelines[5].

Local Serving Project Type Screening step is not met.

STEP 4: PROJECT NET DAILY TRIPS LESS THAN 500 ADT SCREENING

City Guidelines identify projects that generate fewer than 500 average daily trips (ADT) as having a less than significant VMT impact. The Project is estimated to have a net increase of 828 two-way trips per day as compared to the current General Plan Land Use/Zoning (see Attachment B) and, therefore, would exceed the City's 500 ADT threshold.

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

As the Project was found to meet the Low VMT Screening step it is presumed to have a **less than significant VMT impact**.

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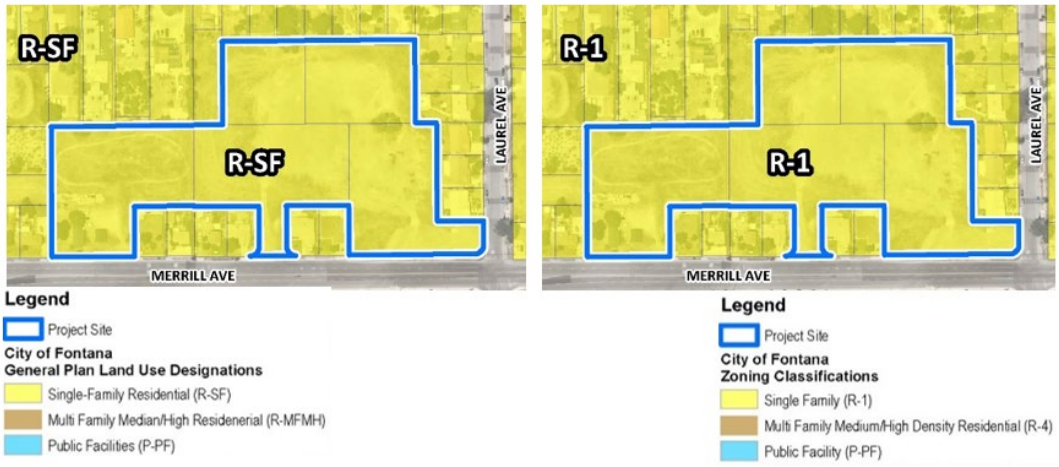
[3] City Guidelines; Page 16
[4] 33.42 Countywide baseline average VMT per service population * 0.85 = 28.41 VMT per service population.
[5] City Guidelines; Page 13

REFERENCES

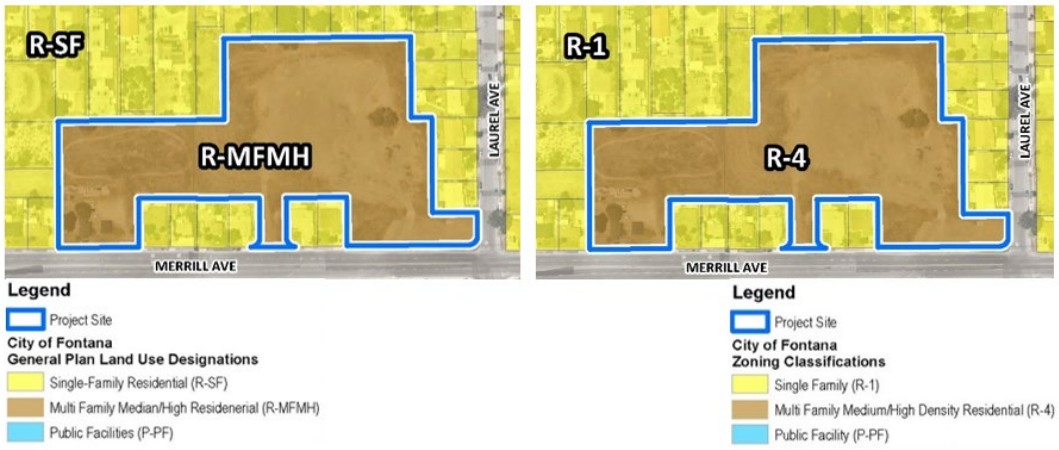
1. **City of Fontana.** *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment .* City of Fontana : s.n., October 2020.

ATTACHMENT A
PROPOSED GENERAL PLAN AMENDMENT

A-1: EXISTING GENERAL PLAN LAND USE AND ZONING



A-2: PROPOSED CHANGE OF ZONE



ATTACHMENT B
TRIP GENERATION DATA

TABLE B-1: TRIP GENERATION FOR EXISTING GENERAL PLAN LAND USE

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Single Family Detached Housing	DU	210	0.18	0.52	0.70	0.59	0.35	0.94	9.43

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] DU = dwelling units

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Single Family Detached Housing	32	DU	6	17	23	19	11	30	302

[1] DU = dwelling units

TABLE B-2: PROPOSED GENERAL PLAN TRIP GENERATION

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Multifamily (Mid-Rise) Residential	DU	221	0.09	0.28	0.37	0.24	0.15	0.39	4.54

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] DU = dwelling units

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Multifamily Residential	249	DU	21	71	92	59	38	97	1,130

[1] DU = dwelling units

TABLE B-3: TRIP GENERATION COMPARISON

Land Use	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Current General Plan (C/O-MU)	6	17	23	19	11	30	302
Proposed General Plan (C/I-MU)	21	71	92	59	38	97	1,130
Net Change in Trips	**15**	**54**	**69**	**40**	**27**	**67**	**828**