



January 13, 2022

Ms. Tracy Zinn  
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3200 El Camino Real, Suite 100  
Irvine, CA 92602

**SUBJECT: 1375 MAGNOLIA AVENUE VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION**

Dear Ms. Tracy Zinn:

The following VMT screening evaluation has been prepared for the proposed 1375 Magnolia Avenue (**Project**), which is located on the northeast corner of El Camino Avenue and Magnolia Avenue in the City of Corona.

## **PROJECT OVERVIEW**

It is our understanding that the project is to consist of two industrial buildings, with Building 1 consisting of 238,370 square feet and Building 2 consisting of 96,150 square feet. (See Attachment A) The Project site is currently designated as MU-2 Mixed Use: Industrial/Commercial in the City of Corona's Corona Magnolia Specific Plan.

## **BACKGROUND**

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate takes effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**) (1). Based on OPR's Technical Advisory, the City of Corona adopted their City of Corona CEQA Assessment – VMT Analysis Guidelines (**City Guidelines**) (2), which documents the City's VMT analysis methodology and approved impact thresholds. The VMT analysis presented in this report has been developed based on the adopted City Guidelines.

## **PROJECT SCREENING ASSESSMENT**

Consistent with City Guidelines, projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less than significant transportation impact. It is our understanding that the City of Corona utilizes the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (**Screening Tool**). The Screening Tool allows users to input an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects. The following screening criteria are described within the City Guidelines:

- Transit Priority Area (TPA) Screening
- Map Based Screening based on Low VMT Area
- Project Type Screening

A land use project need only to meet one of the above screening thresholds to result in a less than significant impact.

### **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.

Based on the Figure 5.10-1 Transit Priority Areas presented in Attachment B, the Project site is located within ½ mile of a TPA. However, the Project as designed does not meet the secondary criteria consistent with this screening criteria.

**TPA screening criteria is not met.**

### **LOW VMT AREA SCREENING**

As noted in the Technical Advisory, “local-serving retail development tends to shorten trips and reduce VMT.” (2) The Screening Tool uses the sub-regional Riverside Transportation Analysis Model (RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ’s) within the region. The

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<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.”).

Project's physical location was identified on the map, the Screening Tool then provides VMT data for the TAZ in which the project resides to determine existing VMT for that zone.

The City Guidelines indicates that projects with VMT per SP less than the City's baseline VMT per SP are considered to have a less than significant impact. As identified in the City Guidelines, the City of Corona baseline VMT per SP is 30.0. Based on the Screening Tool results (see Attachment B), the TAZ in which the Project resides is estimated to be 39.62 VMT per SP. The Project is not located within a TAZ that generates VMT per SP below the City's baseline VMT per SP threshold.

**Low VMT Area screening criteria is not met.**

### **PROJECT TYPE SCREENING**

The Technical Advisory and City Guidelines notes projects that consist of local serving retail less than 50,000 square feet and neighborhood schools are presumed have a less than significant VMT impact. The proposed Project does not contain any local serving retail land uses.

**Project Type screening criteria is not met.**

Consistent with County Guidelines, the Project does not meet any of the previous screening criteria, a further VMT analysis is required.

## **VMT ANALYSIS**

### **VMT MODELING**

City Guidelines identifies City of Corona General Plan Model (CGPM) as the appropriate tool for conducting VMT analysis for land development projects in the City of Corona. The City's CGPM was utilized to generate Citywide averages, use of the CGPM is necessary to ensure the project VMT is evaluated consistently. It has been determined that this analysis would be prepared based on CGPM.

### **PROJECTS CONSISTENT WITH GENERAL PLAN**

As identified in the City Guidelines, projects that are not screened out but are consistent with the general plan can typically tier from the general plan EIR and will not need an independent VMT analysis<sup>3</sup>. As previously mentioned, the Project intends to develop 2 industrial use buildings with totaling 334,520 square feet on a project site with the underlying land use of MU-2 Mixed Use: Industrial/Commercial and a zoning designation of Business Park (BP), as shown on attachment C. Additionally, the Corona General Plan traffic demand model (CGPM) was utilized to verify the existing employment types for the Project TAZ (3266) to be consistent with the proposed Project's anticipated employment. TAZ 3266 was found to contain high levels of employment such as retail, wholesale, and transportation. Which further confirms that the Project is consistent with the Corona Magnolia Specific Plan's underlying land use

<sup>3</sup> City Guidelines; Page 7

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assumptions. Therefore, the Project is consistent with the Corona Magnolia Specific Plan underlying land use assumptions and zoning designations. The Project will not require further additional VMT analysis as the Project can tier from the City General Plan EIR<sup>4</sup>, as noted in the City Guidelines. The project's impact on VMT is presumed to be less than significant.

## CONCLUSION

Based on our review the Project did not meet any applicable VMT screening criteria. Further VMT analysis was performed. The results from this analysis found the Project to be consistent with the Corona General Plan and would therefore be presumed to result in a less than significant VMT impact.

If you have any questions, please contact me directly at (949) 660-1994

Respectfully submitted,

URBAN CROSSROADS, INC.



Alex So  
Senior Analyst

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<sup>4</sup> City Guidelines; Page 7

## REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **Western Riverside Council of Governments (WRCOG).** *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* February 13, 2020.
3. **City of Corona.** *CEQA Assessment – VMT Analysis Guidelines.* City of Corona : s.n., January 2019.

**ATTACHMENT A  
PRELIMINARY SITE PLAN**



**ATTACHMENT B  
TRANSIT PRIORITY AREA**



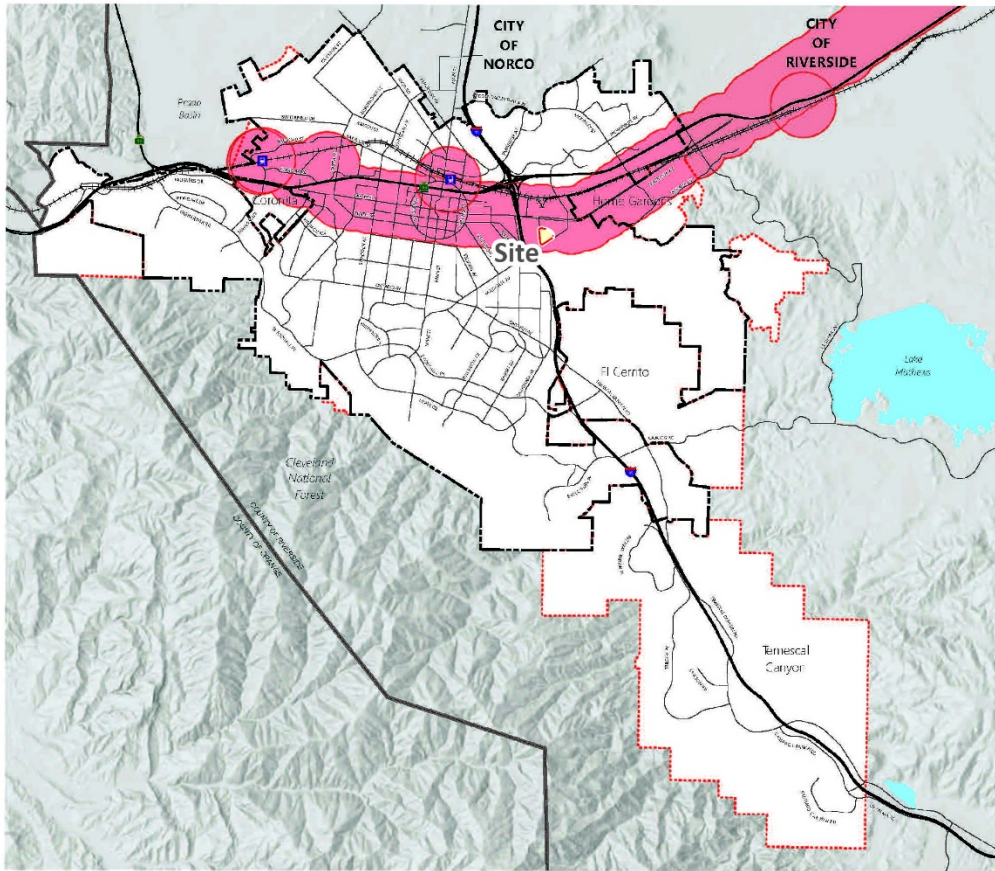
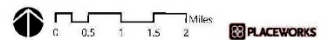


Figure 5.10-1  
TRANSIT PRIORITY AREAS

- Legend
- MetroLink Station
  - SCAG Transit Priority Areas 2340
  - City Boundary
  - Sphere of Influence Areas

Source:  
Southern California Association of Governments (SCAG) 2017



**ATTACHMENT C**  
**WRCOG SCREENING TOOL**

**WRCOG VMT Screening Tool**

El Camino Ave & Magnolia Ave. X

Show search results for El Camino Av...

**VMT Impact Screening**

Input      Output

Zoom in to your project location close enough that the blue parcel layer appears. Select Western Riverside County Parcels in the drop-down below, then use the black square to select your project parcels. When ready, click on the Execute button. To clear the selection or start over, click on the "X" on the output tab once the tool has run. All results based on RIVTAM Model\*

Western Riverside County Parcels... [X] [Red Box]

[Help](#)      **Execute**

(1 of 2)

**Total VMT?**  
No (Fail)  
Jurisdictional average 2012 daily total VMT per service population = 30.52  
Project TAZ 2012 daily total VMT per service population = 39.62

**Within a low VMT generating TAZ based on Residential Home-Based VMT?**  
No (Fail)  
Jurisdictional average 2012 daily residential home-based VMT per capita = 13.93  
Project TAZ 2012 daily residential home-based VMT per capita = 16.65

**Within a low VMT generating TAZ based on Home-Based Work VMT?**  
No (Fail)  
Jurisdictional average 2012 daily home-based work VMT per worker = 15.02  
Project TAZ 2012 daily home-based work VMT per worker = 19.10

[Zoom to](#)      ...

**Layer List**

All results based on RIVTAM Model.

- Output Layer
- Western Riverside County Parcels (Zoom in to view)
- Transit Priority Area
- RIVTAM TAZs with total VMT per service population below jurisdictional average under 2012 base year model
- RIVTAM TAZs with Home-based VMT per resident below jurisdictional average under 2012 base year model
- RIVTAM TAZs with Home-based work VMT per worker below jurisdictional average under 2012 base year model
- RIVTAM TAZs with total VMT per service population below WRCOG subregional average under 2012 base year model
- RIVTAM TAZs with Home-based VMT per resident below WRCOG subregional average under 2012 base year model
- RIVTAM TAZs with Home-based work VMT per worker below WRCOG subregional average under 2012 base year model
- City Boundaries
- TUMF Zone Boundaries

Home Gardens

Magnolia Ave

Compton Ave

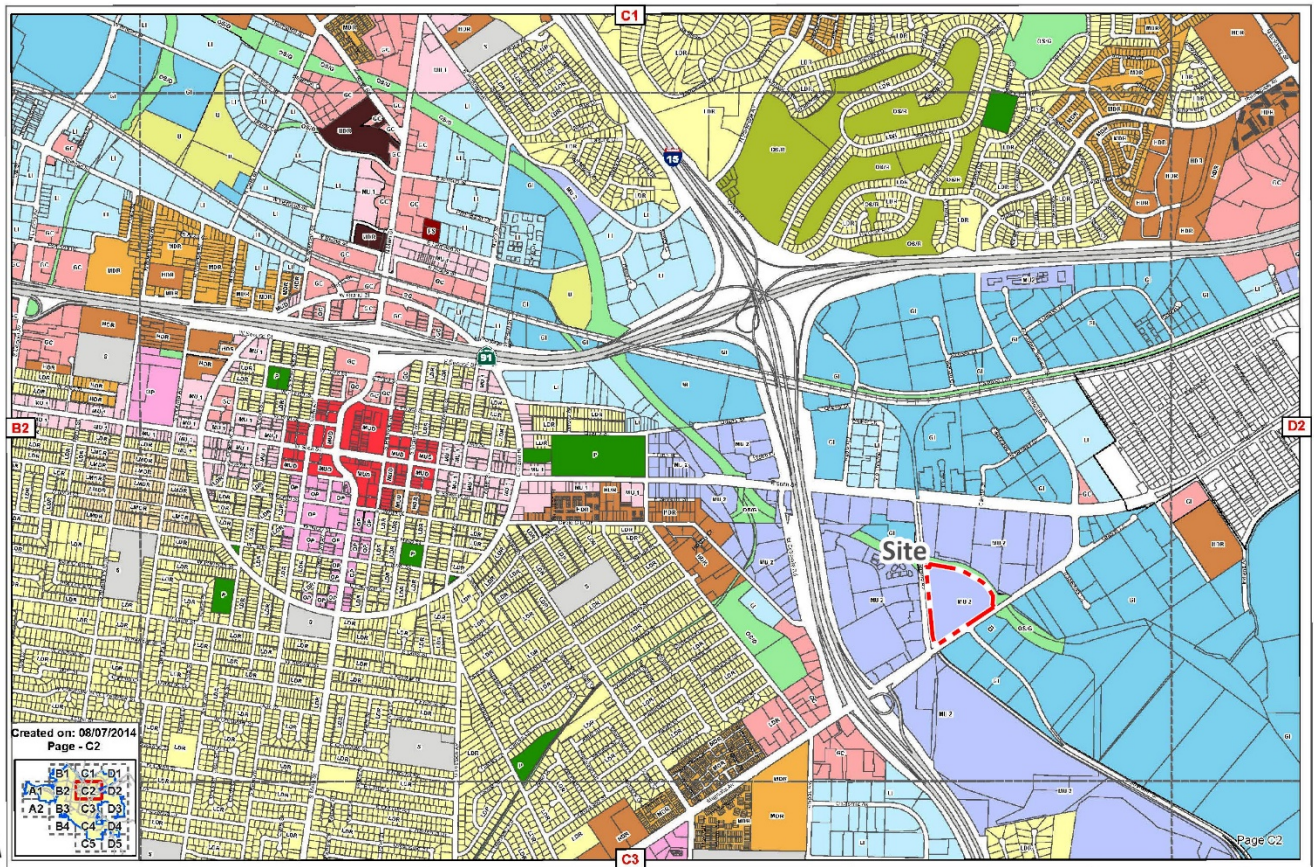
600ft

-117.539 33.879 Degrees

NASA, NGA, USGS, FEMA | Esri Community Maps Cor

**ATTACHMENT C**  
**LAND USE AND ZONING MAP**

# EXHIBIT 1: CITY OF CORONA LAND USE MAP



## EXHIBIT 2: CITY OF CORONA ZONING MAP

