

Appendix F Vehicle Miles Traveled Screening Assessment

Appendix

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DRAFT

MEMORANDUM

TO: Rosalva Ureno, City of Corona
FROM: Eugene Tang and Rebecca Avanesian
DATE: May 9, 2025
RE: Vehicle Miles Traveled Screening Analysis for the
Corona City Park Revitalization Project
Corona, California

Ref: J2174

Gibson Transportation Consulting, Inc. prepared a vehicle miles traveled (VMT) screening analysis for the proposed City Park Revitalization Project (Project) in the City of Corona, California (City). The VMT screening is in support of the Project's California Environmental Quality Act (CEQA) clearance. This memorandum summarizes the results of the analysis.

PROJECT DESCRIPTION

The Project is guided by the City's *City Park Master Plan* (adopted July 2023) and consists of the following elements to revitalize the existing City Park:

Aquatic Center

- a 25 yard long pool (approximately 8,000 square feet [sf])
- a 3,200 sf activity pool

Splashpad

- approximately 8,200 sf adjacent to the Aquatic Center

Community Center

- a 60,000 sf multi-purpose building (including basketball courts, banquet room with kitchen, fitness space, administrative offices, classrooms, storage, and aquatic center amenities)

Outdoor Amenities, including:

- approximately 12,500 sf Playground
- approximately 20,00 sf All Wheel Plaza and Skatepark
- approximately 1,200 sf Stage
- approximately 136,000 sf of multi-use fields

City Park will be renovated upon completion of the Project and remain a public park. The Project is conceptually illustrated in Figure 1.

PROJECT SETTING

City Park is located in Riverside County Assessor Parcel Number (APN) 117310001.

City Park is an existing public park located at 930 E. Sixth Street; it effectively occupies the block bound by Quarry Street to the north, Rimpau Avenue to the east, Sixth Street to the south, and Grand Boulevard to the west. Adjacent land uses include a combination of commercial and light industrial uses with multi-family buildings and single-family homes, along with a YMCA facility.

Transit service adjacent to City Park includes Riverside Transit Authority (RTA) Bus Route 1 along Sixth Street and the Corona Cruiser Red Line along Grand Avenue. Additionally, the Corona North Main Metrolink Station is approximately 0.75 miles northwest of the Project Site.

Bicycle facilities adjacent to City Park include Class II bike lanes along Sixth Street east of Grand Boulevard, Class III bike lanes along Sixth Street west of Grand Boulevard, and a Class III bike route along Grand Boulevard north of Sixth Street

Figure 2 illustrates the location of City Park and adjacent transit service and bicycle facilities.

METHODOLOGY

Based on discussion with City staff, *Draft City of Corona CEQA Assessment – VMT Analysis Guidelines* (Fehr & Peers, 2019) (City Guidelines) was utilized for this screening. The City Guidelines identify the methodology for assessing transportation impacts for development projects based on the updated CEQA guidelines from the State of California Governor's Office of Planning and Research in its implementation of Senate Bill 743 (Steinberg, 2013) (SB 743), which requires that a project's potential CEQA transportation impacts be evaluated based on VMT.

The VMT metric is intended to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. This encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options in proximity to public transit, offers attractive non-vehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips.

Additionally, the Western Riverside Council of Governments (WRCOG) evaluation process was utilized to confirm the findings from the City Guidelines.

City of Corona VMT Screening Criteria

Section T-2.1 of the City Guidelines analyzes whether a project causes substantial VMT and is generally applied to land use projects. Specifically, section T-2.1.1 states:

- *Projects located within Transit Priority Areas (TPAs) or High Quality Transit Areas (HQTAs) as determined by the most recent Southern California Association of Governments (SCAG) RTP/SCS should also be exempt from VMT analysis. TPAs are defined in the technical advisory as a ½ mile radius around an existing or planned*

major transit stop or an existing stop along a high quality transit corridor. HQTAs are defined in the technical advisory as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

- *Please note that projects that are in TPAs/HQTAs will also be required to complete a secondary screening step to verify the proposed project's consistency with the assumptions from the RTP/SCS. This consistency can be a land use review (e.g. are the proposed land uses already included in the RTP/SCS) or can be reviewed from a VMT/SP perspective (e.g. does the resulting land use increase or decrease the VMT/SP in the Traffic Analysis Zone (TAZ) compared to the RTP/SCS assumptions).*
- *Projects located in a low VMT-generating TAZ. These projects will require two additional secondary screening steps:*
 - *Verify that the proposed land use is consistent with the existing land use that is generating low VMT/SP. This will include both a land use (type, density, demographics, etc.) comparison.*
 - *Verify that the proposed land use is consistent with RTP/SCS assumptions or the project improves VMT/SP compared to the RTP/SCS.*

WRCOG VMT Screening

WRCOG VMT screening methodology utilizes a combination of online and software based VMT tools (together, the VMT Tool). The VMT Tool “evaluates whether proposed land use projects in member Cities and unincorporated areas of WRCOG which could be screened from a full VMT analysis, and if not, if it would generate VMT impacts.”¹

The VMT Tool identifies whether a proposed project is located in a TPA and/or a low-VMT generating zone and identifies whether a proposed project may be considered for additional screening from VMT analysis. Per the VMT Tool user guide:

The screening criteria should be evaluated to determine if the project qualifies for screening. Refer to these secondary checks when determining if the project should be screened:

For projects located in a TPA, the project should NOT have any of the following characteristics:

- 1. Has a Floor Area Ratio (FAR) of less than 0.75;*
- 2. Includes more parking for use by residents, customers, or employees of the project than required by the City;*
- 3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments [SCAG]); or*

¹ WRCOG VMT Tool (Version 1.5) User Guide.

4. *Replaces affordable residential units with a smaller number of moderate- or high-income residential units.*

For projects located in a low VMT zone:

1. *Confirm that the project is consistent with the existing land use (i.e. if the project is proposing single-family housing, there should be existing single-family housing of approximately the same density) within that TAZ and use professional judgement that there is nothing unique about the project that would otherwise be misrepresented utilizing the data from the travel demand model.*

The City Guidelines and WRCOG methodology are effectively equivalent. For the purposes of this analysis, the WRCOG methodology was utilized to confirm the results of the City Guidelines.

VMT SCREENING ANALYSIS

City of Corona Methodology

As confirmed with the SCAG HQTAs (Planned 2045) Map², the Project's address at 930 E. Sixth Street is determined to be within an HQTAs as required by the City Guidelines and RTA Route 1 services the Sixth Street bus stop adjacent to City Park. Therefore, the Project satisfies the HQTAs criteria.

The Project consists of revitalizing the existing City Park and does not result in a change from the existing public park space. The revitalization will also enhance connectivity to the existing adjacent active transportation facilities (bicycle lanes). The Project is consistent with the SCAG SCS/RTP and is screened out from further analysis based on the City Guidelines.

WRCOG Methodology

As confirmed with the VMT Tool³, the Project is located within a TPA. The Project is consistent with the local serving assembly use, which is a land use type that may screen out of VMT analysis. The VMT Tool identifies the Project as eligible for secondary screening checks, to rule out the need for additional analysis.

Applying the criteria for projects located in a TPA, the Project is a revitalization of an existing local serving park use, parking will be provided as determined by the Director of Community Services⁵, and no residential units will be displaced by the Project.

² SCAG HQTAs (planned 2045) Map located:

<https://rdp.scag.ca.gov/portal/home/webmap/viewer.html?useExisting=1&layers=9a84ba5df63e45a1bb904dc76bf59863>

³ WRCOG VMT Tool located:

<https://devapps.fehrandpeers.com/devportal/apps/webappviewer/index.html?id=272f482788ad4997919da615a3f9d4d2>

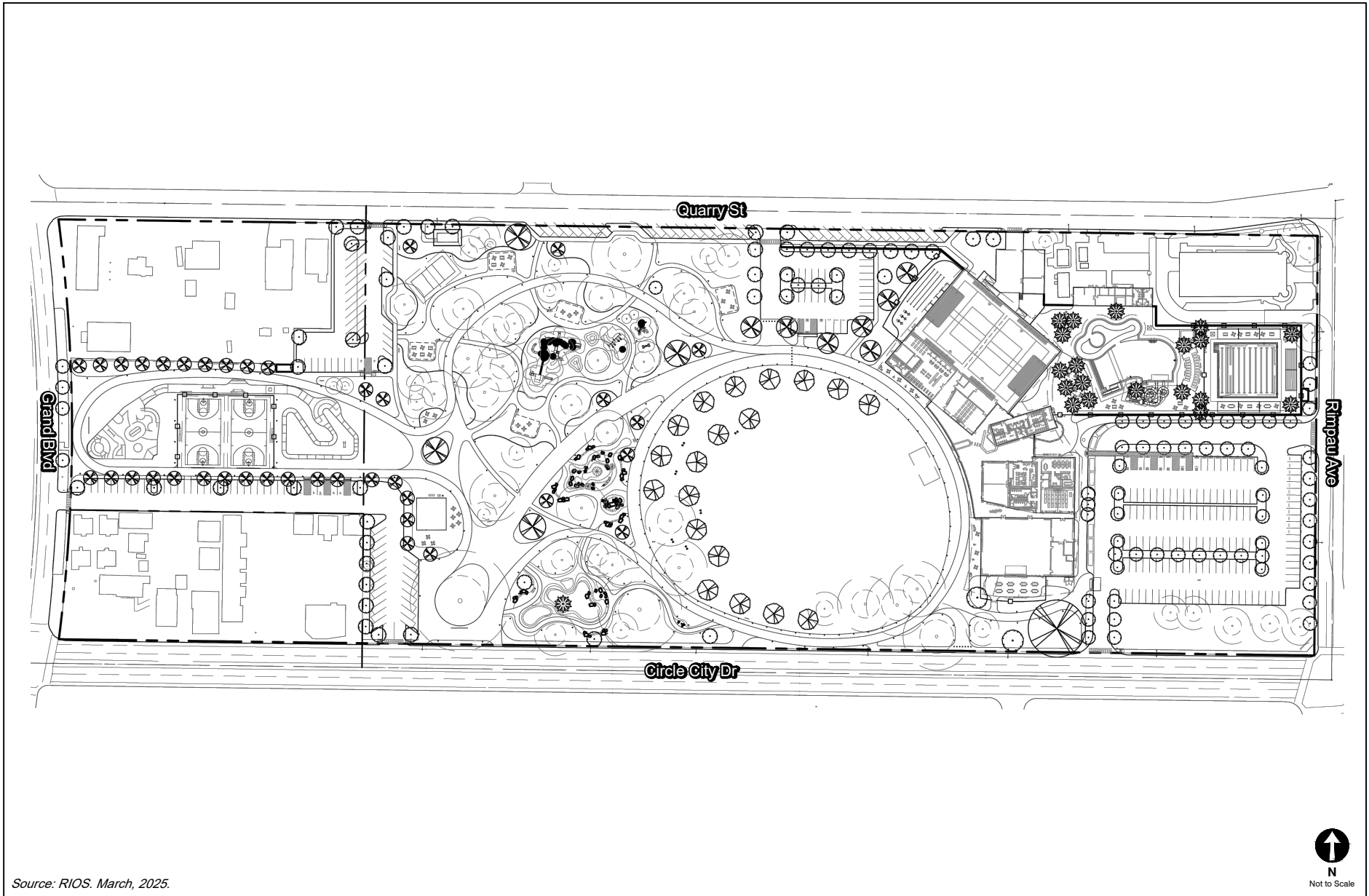
⁵ Corona Municipal Code 17.736.030 F.9.

Applying the criteria for projects located in a low-VMT generating zone, the VMT Tool confirmed the Project's location in a low-VMT generating zone. The VMT Tool identifies the Project location in the Riverside County Model TAZ #512 and the overall City baseline VMT per Service Population as 40.6. The TAZ #512 baseline VMT per Service Population of 38.2 is below the City baseline. The Project is a revitalization of the existing park and is, therefore, consistent with the existing land use, as well as the SCAG RTP/SCS.

The Project meets the screening criteria for location within a TPA and a low-VMT generating zone and is screened out from further analysis based on the WRCOG methodology. The screening outputs from the VMT Tool are provided in the Attachment.

SUMMARY

The Project satisfies both the TPA location and the low VMT-generating TAZ criteria consistent with the "no impact" determination and is screened out from further analysis.

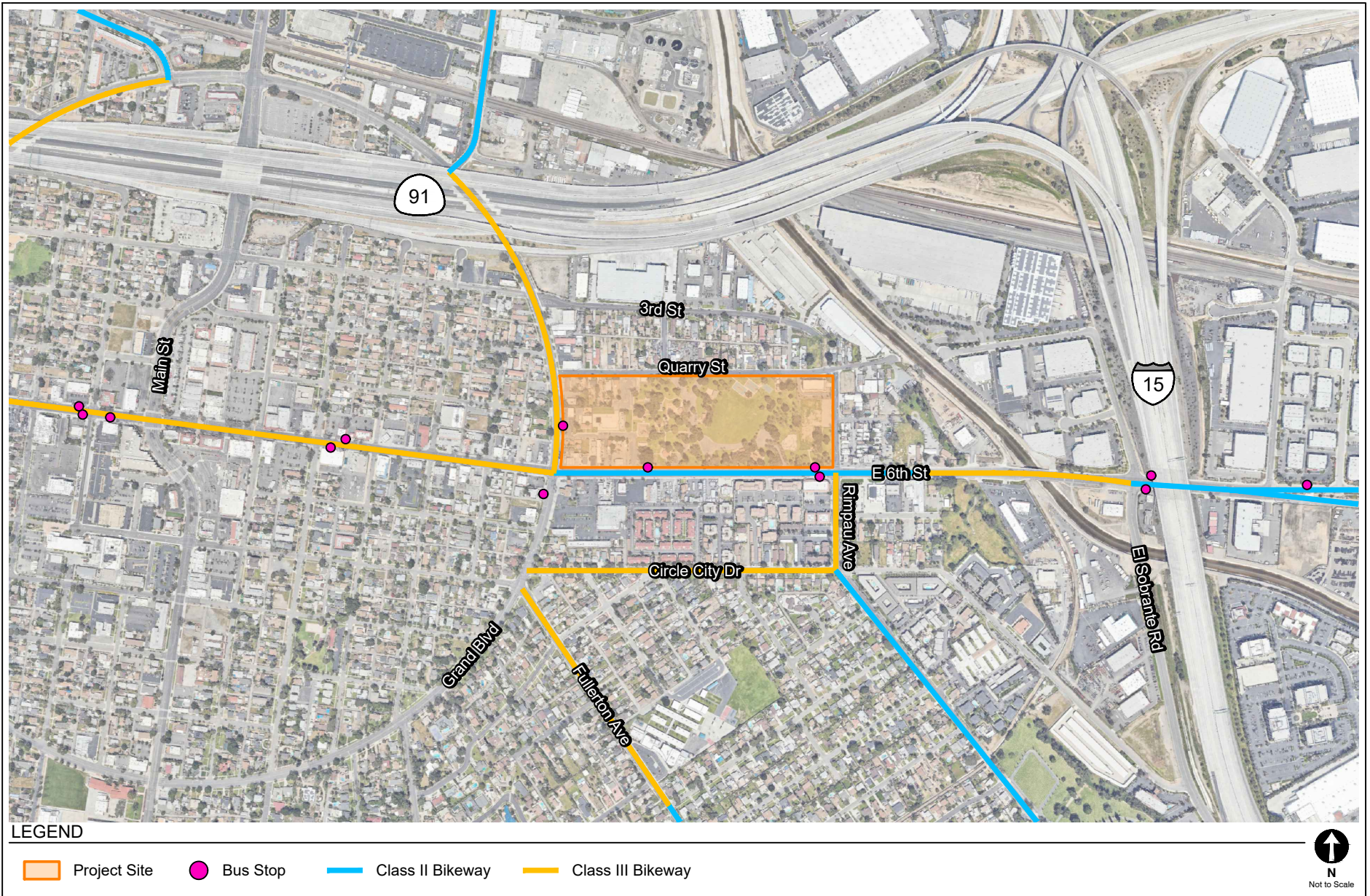


Source: RIOS, March, 2025.



PROJECT SITE PLAN

FIGURE
1



PROJECT SITE LOCATION

FIGURE
2

Attachment
WRCOG Screening Outputs



Western Riverside Council of Governments VMT Tool

Project Information

Project Name

Parcel Number (RIVCOM TAZ#512) Analysis Year

Screening Criteria for Corona

Use the online [WRCOG VMT Tool](#) to determine the following
 Is the Project screened by Transit Priority Area or located in a low VMT generating zone?

 No Yes

Is the Project one of these land use types?
 (show land use types)

 Yes

Does the project generate fewer than 110 daily trips?
 (enter project land use in the section below)

 Yes

**The Project can be considered for screening from additional analysis.
 Please refer to the 'secondary screening checks' table in the User Guide.**

Project Land Use Information

		Unit
Residential : Single Family Homes	<input type="text" value="0"/>	Dwelling Units
Residential : MultiFamily Homes	<input type="text" value="0"/>	Dwelling Units
Office	<input type="text" value="0"/>	1,000 Square Feet
Retail	<input type="text" value="0"/>	1,000 Square Feet
Industrial	<input type="text" value="0"/>	1,000 Square Feet
Manufacturing	<input type="text" value="0"/>	1,000 Square Feet
Warehousing	<input type="text" value="0"/>	1,000 Square Feet
Hotel	<input type="text" value="0"/>	Rooms
University	<input type="text" value="0"/>	Students
Private School	<input type="text" value="0"/>	Students

Project Trips, VMT, and TAZ SED Information

Project Summary
 Select VMT Methodology

#DIV/0!

Project Location TAZ Socioeconomic Data

Is the project one of these land use types?

- Local serving retail (50 ksf or less)
- K-12 Public School
- Daycare/Childcare/Pre-k
- Affordable housing
- Student housing
- Assisted Living
- Senior housing (as defined by HUD)
- Community Institutions (Public Library, Fire Station, Local Government)
- Local serving assembly uses

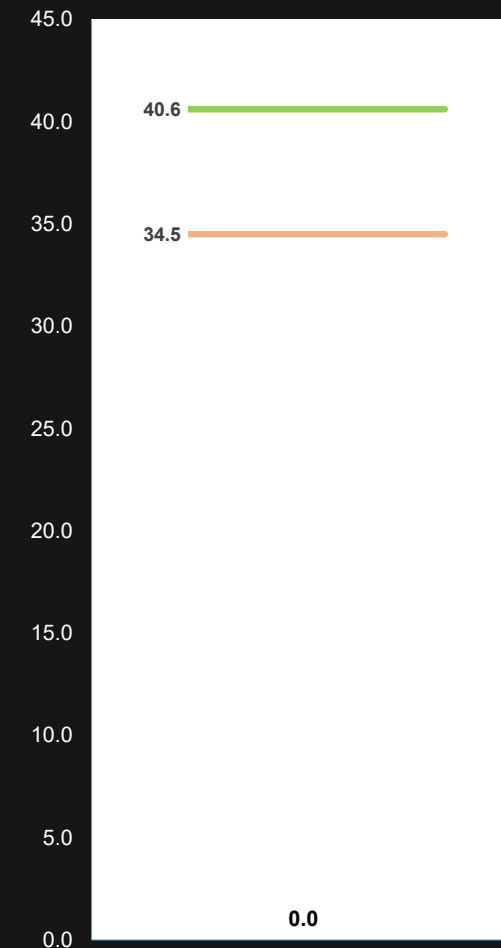
Review applicable City's Transportation Impact Analysis Guidelines to confirm list of local-serving land use types eligible for screening

		Unit
WHOLE	- Wholesale Employment	<input type="text" value="19"/> EMP
RET	- Retail Employment	<input type="text" value="6"/> EMP
TRANS	- Transportation, Warehousing, and Utility Employment	<input type="text" value="29"/> EMP
INFOR	- Information Services Employment	<input type="text" value="0"/> EMP
FIRE	- Financial Activities Employment	<input type="text" value="3"/> EMP
PROF	- Professional and Business Services Employment	<input type="text" value="327"/> EMP
EDUC	- Educational and Health Services Employment	<input type="text" value="9"/> EMP
ARTENT	- Arts/Entertainment Employment	<input type="text" value="1"/> EMP
OTHSER	- Other Services Employment	<input type="text" value="8"/> EMP
PUBADMN	- Public Administration Employment	<input type="text" value="24"/> EMP

Project VMT Thresholds Comparison

Select the VMT Thresholds for comparison to project VMT

- Below Existing
- Better than General Plan Buildout
- OPR Guidance (15% Below Existing)



■ Project VMT per Service Population
■ General Plan Buildout Average
■ OPR Guidance



930 E 6th St, Corona, CA, 92879 X

Show search results for 930 E 6th St, ...

Complete #1-4, Then Click "Run"

Input

Output

Output_Parcels

The result is drawn on the map.

Selected Project Area

The result is drawn on the map.

Low VMT Generating TAZs

The result is drawn on the map.

Layer List

Layers

Output_Parcels

Selected Project Area

Low VMT Generating TAZs



TAZ Boundaries (Zoom in to view)

Parcels (Zoom in to view)

Transit Priority Area

WRCOG Cities

WRCOG Boundary

Search result
930 E 6th St, Corona, CA, 92879, USA
[Zoom to](#)

600ft

-117.525 33.885 Degrees



930 E 6th St, Corona, CA, 92879 X
Show search results for 930 E 6th St, ...

Complete #1-4, Then Click "Run"

Input

Output

Output_Parcels

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TAZ Boundaries (Zoom in to view)

Parcels (Zoom in to view)

Transit Priority Area



WRCOG Cities

WRCOG Boundary

