

June 5, 2023

Mr. Netzer Admati  
NETZER ADMANTI & JOHNNY GEER  
249 Warwick Avenue  
South Pasadena, CA 91030

**Subject: Promenade Avenue Light Manufacturing Project Trip Generation & VMT  
Screening Memorandum, City of Corona**

Dear Mr. Admati:

**Introduction**

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Project Trip Generation & VMT Screening Memorandum for the proposed Promenade Avenue Light Manufacturing Project.

The purpose of this study is to utilize the *City of Corona Traffic Impact Analysis Guidelines*, dated July 2006, and the *Draft City of Corona CEQA Assessment – VMT Analysis Guidelines*, dated January 11, 2019, which establishes uniform analysis methodologies and thresholds of significance for determining LOS as well as VMT impacts under the California Environmental Quality Act (CEQA), to determine if the project will require a detailed level of service (LOS) analysis and/or a detailed VMT modeling analysis.

**Project Description**

The proposed Promenade Avenue Light Manufacturing Project (hereinafter referred to as project) is proposed to consist of the construction and operation of a 9,500 square foot (SF) light manufacturing building on 0.86 acres. The project would require rezoning to commercial/industrial. The site is currently zoned for commercial use.

The project site is generally located near the northeast corner of Promenade Avenue and Sixth Street, in the City of Corona.

Access to the project is proposed via one (1) unsignalized full-access driveway located along Promenade Avenue, directly opposite the existing ABS Facility Services driveway. A

secondary driveway is proposed via the adjacent restaurant building parcel to the south but will remain gated during normal operations and serve as an emergency access only.

Exhibit A shows the location map of the proposed project. Exhibit B shows the proposed site plan.

### **Project Trip Generation**

Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual*. The latest and most recent version (11th Edition, 2021) of the ITE Manual has been utilized for this trip generation analysis. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The project is proposing to construct one (1) 9,500 square-foot (SF) building. As such, ITE Land Use 140: Manufacturing trip rates are the most appropriate for this land use (AM Peak Hour: 95.6% passenger cars and 4.4% trucks; PM Peak Hour: 95.9% passenger cars and 4.2% trucks; Weekday Daily: 90.5% passenger cars and 9.5% trucks). The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix for "Without Cold Storage" warehouse uses: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

Table 1 shows the ITE trip generation rates (11<sup>th</sup> Edition) utilized for the trip generation analysis of the proposed project land use as well as the project's forecast peak hour and daily traffic volumes.

As shown in Table 1, based on the ITE trip generation rates and truck mix recommendations from SCAQMD, the proposed project is forecast to generate approximately 45 actual vehicle daily trips with 6 actual vehicle trips in the AM peak hour and 7 actual vehicle trips in the PM peak hour (i.e. no adjustments for truck traffic). After the application of appropriate passenger car equivalent (PCE) factors, the proposed project is forecast to generate approximately 52 daily PCE trips with 6 PCE trips in the AM peak hour and 7 PCE trips in the PM peak hour.

Per the *City of Corona Traffic Impact Analysis Guidelines* dated July 2006, a detailed full traffic impact study (i.e. detailed LOS analyses) would be required if the project is expected to generate 50 or more AM or PM peak hour trips. Based on the project trip generation (i.e. 6 AM PCE peak hour trips and 7 PM PCE peak hour trips), the proposed project is not required to prepare a full traffic impact study and is not expected to result in any significant adverse impacts on the operations of the roadway network and intersections. As directed by City staff, a trip generation and VMT screening memorandum is appropriate for the size of the proposed project.

### **Vehicles Miles Traveled (VMT) Analysis**

Effective July 1<sup>st</sup>, 2020, the longstanding metric of roadway level of service (LOS), which is typically measured in terms of vehicle delay, roadway capacity and congestion, will no longer be considered a significant impact under the California Environmental Quality Act (CEQA). Pursuant to CEQA Guidelines, Section 15064.3, VMT is now the most appropriate measure of transportation impacts.

The City of Corona has provided a memorandum *Draft City of Corona CEQA Assessment – VMT Analysis Guidelines*, dated January 11, 2019, prepared by Fehr & Peers, to provide recommendations in the form of thresholds of significance and methodology for identifying VMT-related impacts. The memorandum identifies screening thresholds that may quickly identify whether or not a project should be expected to have a less than significant impact without conducting a detailed project-level assessment. For Land use Projects, projects may screen out using one of the following screening types:

- Transit Priority Area (TPA) Screening;
- Low VMT Area Screening; or
- Project Type Screening.

To identify if the project is in a Transit Priority Area (TPA), the Riverside County Transportation Analysis Model (RIVCOM) was utilized through the Western Riverside County Council of Governments (WRCOG) VMT screening tool website to determine if the proposed project falls in a TPA. Based on the results of the WRCOG VMT Screening Tool, the proposed project falls within a TPA because it is within ½-mile of a major transit stop.

Exhibit C shows the proposed project's location within a TPA.

Additionally, according to the Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, dated December 2018, projects that generate or attract fewer than 110 trips per day may be assumed to cause a less-than-significant transportation impact without the need for a detailed analysis. As previously mentioned, the project is expected to generate less than 110 daily trips (i.e. 52 daily PCE trips).

Since the project is located within a TPA and is expected to generate fewer than 110 trips per day, the project may be presumed to have a less than significant VMT impact under CEQA. Thus, no further VMT analysis is required.

### **Conclusions**

RK Engineering Group, Inc. has completed this trip generation & VMT screening memorandum for the proposed Promenade Avenue Light Manufacturing Project.

As specified in the *City of Corona Traffic Impact Analysis Guidelines*, dated July 2006, a detailed full traffic impact study will be required if a project is forecast to generate 50 or more peak hour trips to any intersection. Based on the project trip generation (i.e. 6 AM PCE peak hour trips and 7 PM PCE peak hour trips), the proposed project is not required to prepare a traffic impact analysis and is not expected to result in any significant adverse impacts on the operations of the roadway network and intersections.

Furthermore, consistent with the *Draft City of Corona CEQA Assessment – VMT Analysis Guidelines*, dated January 11, 2019, the proposed project is screened out from a full VMT analysis since the project is located within a TPA and is expected to generate fewer than 110 trips per day. As such, the project may be presumed to have a less than significant VMT impact under CEQA. Thus, no further VMT analysis is required.

RK Engineering Group, Inc. appreciates this opportunity to assist NETZER ADMANTI & JOHNNY GEER with this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.



Justin Tucker, P.E.  
Principal Engineer

Attachments:

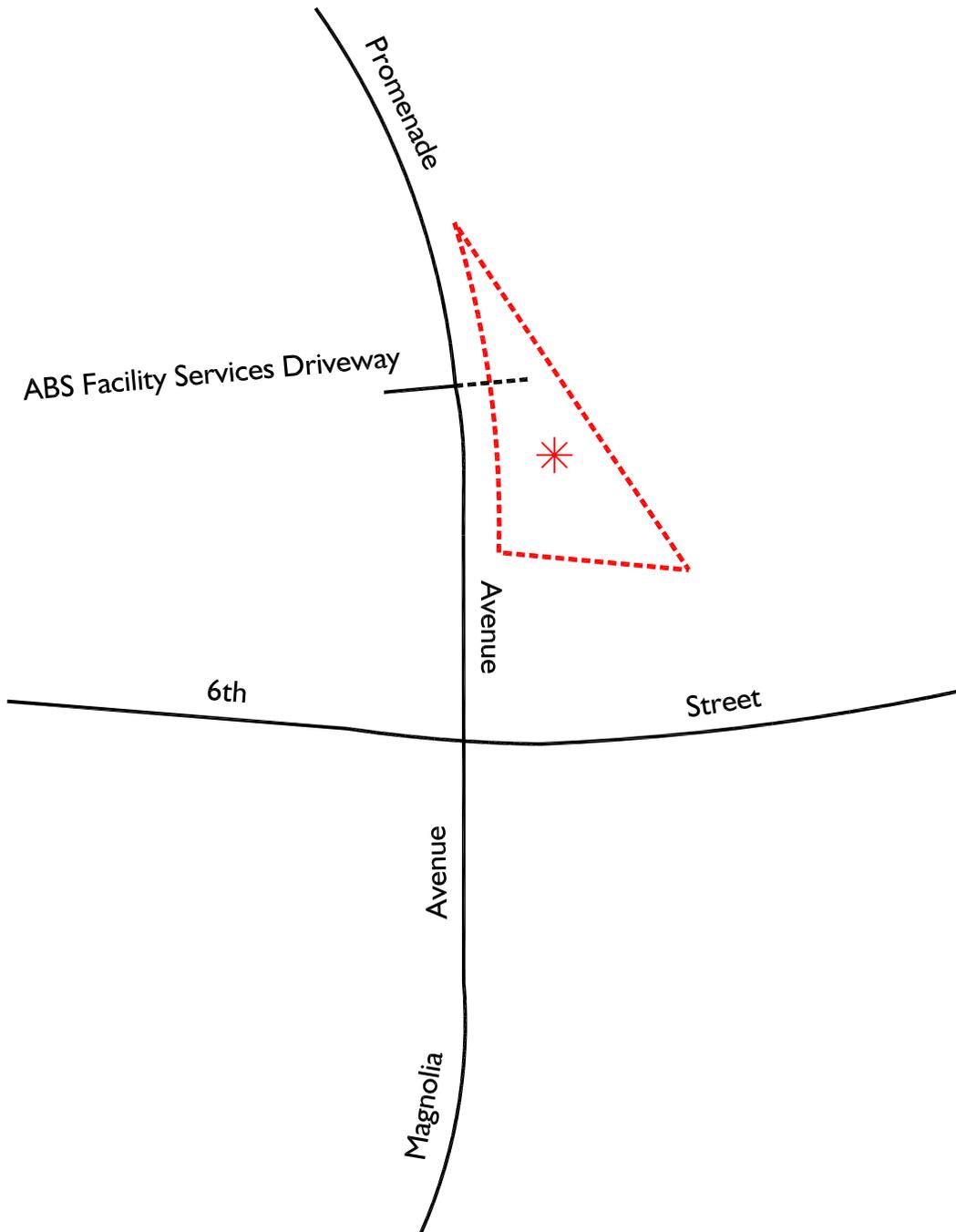


Samantha Vu  
Engineer I

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# Exhibits

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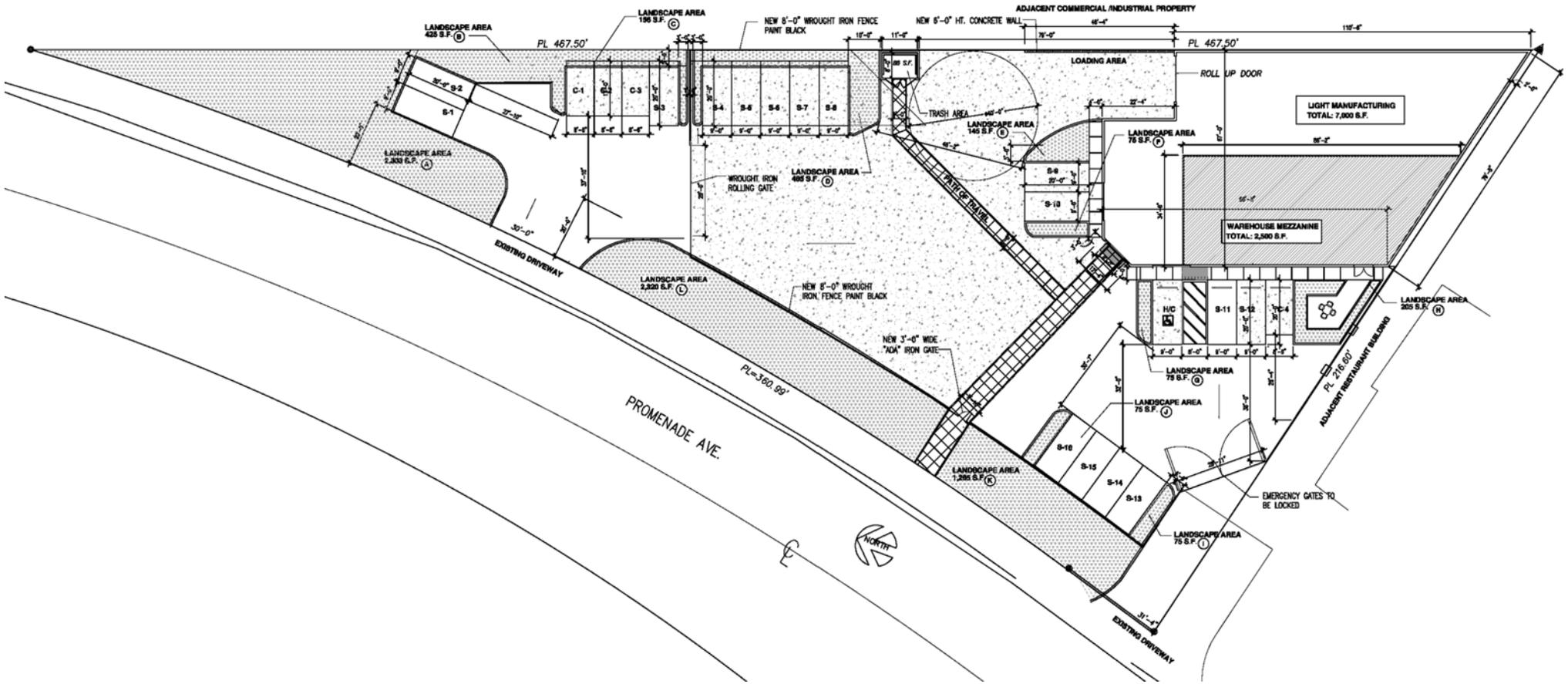


**Legend:**

- - - = Project Site Boundary
- - - = Project Access Driveways
- \* = Project Site



# Exhibit B Site Plan



# Transit Priority Areas

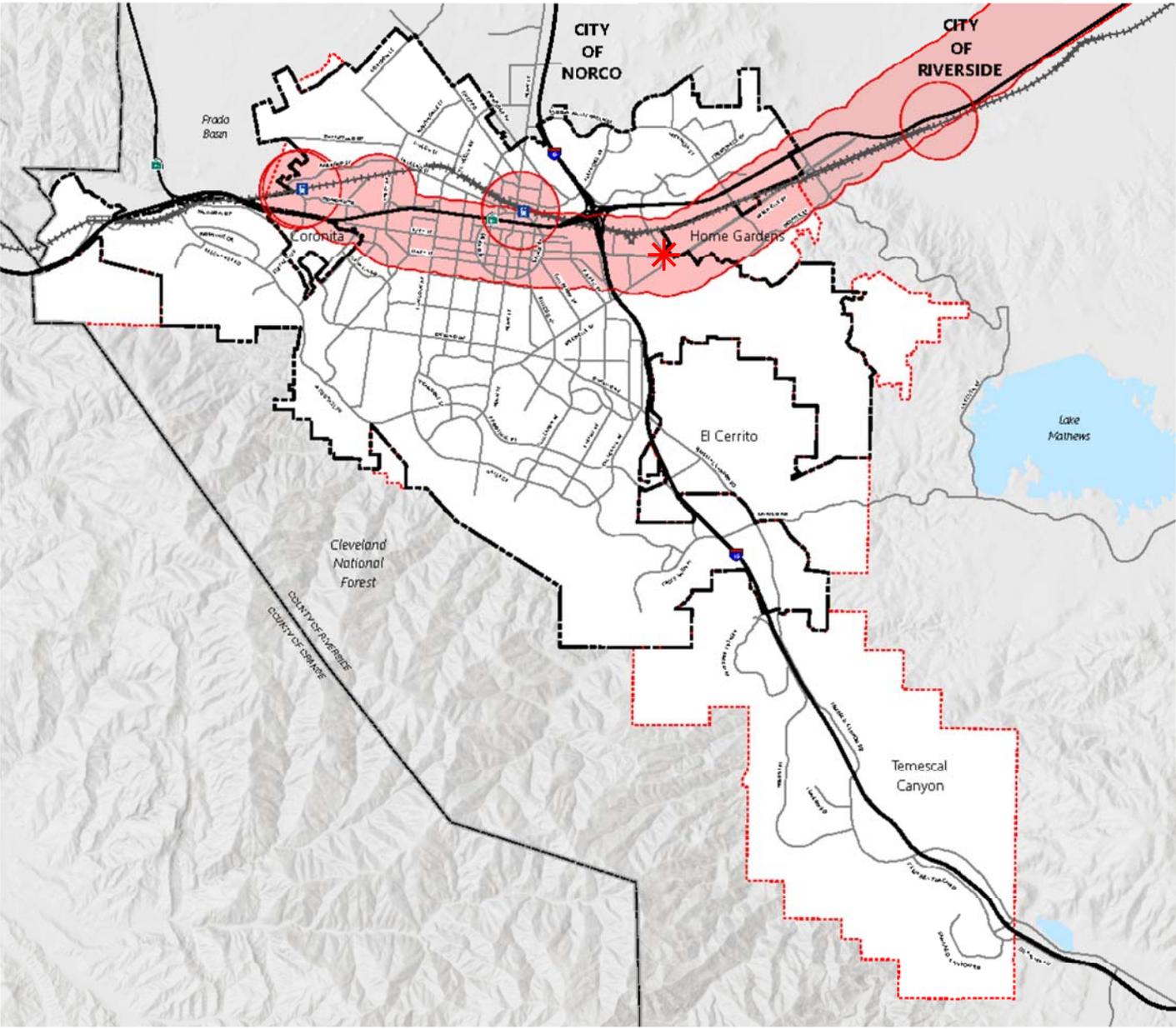


Figure 5.10-1  
TRANSIT PRIORITY AREAS

- Legend
- Metrolink Station
  - SCAG Transit Priority Areas 2040
  - City Boundary
  - Sphere of Influence Areas
  - Project Site



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# Tables

**TABLE 1**  
**Project Trip Generation**  
**Promenade Avenue Light Manufacturing Project**

Land Use	ITE Code	Quantity	Units <sup>1</sup>	Trip Type	Peak Hour						Daily	
					AM			PM				
					In	Out	Total	In	Out	Total		
<b>Trip Generation Rates<sup>2</sup></b>												
Manufacturing	140	--	TSF	All Vehicles	0.52	0.16	0.68	0.23	0.51	0.74	4.75	
				Trucks	0.02	0.01	0.03	0.01	0.02	0.03	0.45	
				Passenger Cars	0.50	0.15	0.65	0.22	0.49	0.71	4.30	
<b>Vehicle Trip Generation</b>												
Promenade Avenue Light Manufacturing Project	140	9.5	TSF	All Vehicles	5	1	6	2	5	7	45	
<b>Vehicle Mix Trip Generation<sup>3</sup></b>												
				Passenger Vehicles	5	1	6	2	5	7	41	
				2-Axle Trucks (4.6%)	0	0	0	0	0	0	0	
				3-Axle Trucks (5.7%)	0	0	0	0	0	0	1	
				4-Axle Trucks (17.2%)	0	0	0	0	0	0	3	
				Total Trucks <sup>4</sup>	0	0	0	0	0	0	4	
				Total Non-PCE Trip Generation	5	1	6	2	5	7	45	
<b>PCE Trip Generation<sup>5, 6</sup></b>												
				Passenger Vehicles (PCE = 1.0)	5	1	6	2	5	7	41	
				2-Axle Trucks (PCE = 1.5)	0	0	0	0	0	0	0	
				3-Axle Trucks (PCE = 2.0)	0	0	0	0	0	0	2	
				4-Axle Trucks (PCE = 3.0)	0	0	0	0	0	0	9	
				Total PCE Trip Generation	5	1	6	2	5	7	52	

<sup>1</sup> TSF = Thousand Square Feet

<sup>2</sup> Source: ITE Trip Generation Manual (11th Edition, 2021).

<sup>3</sup> The truck fleet mix is based on South Coast Air Quality Management District's (SCAQMD) recommended truck fleet mix normalized percentages, by axle type, utilizing the "Without Cold Storage" building type.

<sup>4</sup> The total truck percentages are based on the ITE Trip Generation Manual (11th Edition, 2021) recommended truck percentages based on land use type for the AM peak hour, PM peak hour, and ADT.

<sup>5</sup> Recommended PCE Factors per County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled, dated December 2020

<sup>6</sup> PCE = Passenger Car Equivalent