


**Appendix G:
Transportation Assessment Policies and Procedures Worksheet**

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TRANSPORTATION ASSESSMENT POLICIES AND PROCEDURES (TAPP) WORKSHEET

PROJECT NUMBER	PRJ2020-00003
PROJECT NAME	Casa Bella
PROJECT LOCATION	415 S. Highland
APN(s)	032-181-20, 032-181-18
PROJECT PLANNER	Heather Allen
PROPOSED LAND USES	20 Residential Units & 1,152 square feet of Commercial
EXISTING LAND USES TO BE REMOVED	Self-Serve Car Wash with 4 Wash Bays
VMT SCREENING <input type="checkbox"/> Project is exempt from CEQA; therefore, a VMT Analysis is not required. <input checked="" type="checkbox"/> Project passes Primary and Secondary Screening; therefore, a VMT Analysis is not required. <input type="checkbox"/> Project fails screening; therefore, a VMT Analysis is required.	<u>Primary Screening</u> The Proposed Project: <input checked="" type="checkbox"/> Located in a Transit Priority Area <input checked="" type="checkbox"/> Located in a Low VMT-generating area <input type="checkbox"/> Project type is presumed to have a less than significant impact <input type="checkbox"/> Project generates less than 836 VMT <i>If any of the above boxes are checked, the project passes Primary Screening and the Project Planner completes applicable Secondary Screening.</i>
	<u>Secondary Screening – Transit Priority Area</u> The Proposed Project: <input type="checkbox"/> Has a Floor Area Ratio (FAR) of less than 0.75 <input type="checkbox"/> Is overparked in relation to City Code. <input type="checkbox"/> Is inconsistent with the applicable Sustainable Communities Strategy <input type="checkbox"/> Replaces affordable residential units with a smaller number of moderate- or high-income residential units. <i>If any of the above boxes are checked, the project fails Secondary Screening.</i>
	<u>Secondary Screening – Low VMT-generating Area</u> The Proposed Project: <input type="checkbox"/> Is inconsistent with the existing land use ¹ (i.e. if the project is proposing single-family housing, there should be existing single-family housing of approximately the same density); or <input type="checkbox"/> Has a unique attribute that would otherwise be misrepresented utilizing the data from the travel demand model such as including land uses that would alter the existing built environment in such a way as to increase the rate or length of vehicle trips. <i>If any of the above boxes are checked, the project fails Secondary Screening.</i>

¹ Residential and office projects located within a low VMT area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment- related and mixed- use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per service population that is similar to the existing land uses in the low VMT area.

<p>VMT ANALYSIS</p> <p><input checked="" type="checkbox"/> Preliminary project analysis reveals no probable VMT impact, therefore, no further study is required.</p> <p><input type="checkbox"/> Project may have a VMT impact and thus a VMT Analysis is required.</p>	<p>The Proposed Project:</p> <p>Estimated Daily Trips: 230 Average Trip Length: 7.6 Estimated VMT: 1,748 Service Population 53 VMT per Service Population: 32.6</p> <p>VMT Credit: 395 Net Estimated Project VMT: 1,353 Net Project VMT per Service Population: 27.0</p> <p>Target VMT per Service Population Threshold: 29.6 Percentage above/below VMT Target: -8.78%</p> <p>City Traffic Engineer's Finding: <i>Based on the City's project screening criteria this project is exempt from the conduct of a CEQA VMT analysis. The proposed mixed-use residential and commercial project replaces a Self-Service Car Wash located in a predominantly residential area of the City. The daily VMT generated by the existing Car Wash is greater than that generated by the proposed new commercial space; therefore, only the residential component of the project can be considered as new VMT. There is no indication that the residents of the new residential project would have any different travel behavior than those living in the surrounding neighborhoods, who currently exhibit a lower than General Plan buildout level of vehicle miles traveled per service population. Therefore, it is reasonable to conclude that the proposed project will have no probable VMT impact and thus no further study is required.</i></p>
<p>LOS SCREENING</p> <p><input checked="" type="checkbox"/> Project is not expected to have an effect on transportation; therefore, a LOS Analysis is not required.</p> <p><input type="checkbox"/> Project fails screening and may have a potential effect on transportation; therefore, a LOS Analysis is required.</p>	<p>The Proposed Project:</p> <p>Peak Hour Trip Generation: AM: <25 PM: <25</p> <p>Peak Hour Trip Credit: AM: 0 PM: 22</p> <p>Proposed Project Net Peak Trip Generation: AM: < 25 PM: < 3</p> <p><input type="checkbox"/> AM or PM peak hour trip generation is anticipated to exceed 40 net new vehicle trips.</p> <p><input type="checkbox"/> The combination of land use and location necessitates further study.</p> <p><i>If any of the above boxes are checked, the project fails LOS Screening.</i></p>
<p>Approved by:</p>	 David Roseman City Traffic Engineer June 2, 2021

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North Orange County Collaborative VMT Traffic Study Screening Tool

Project Information

Project Name	Opening Year
Casa Bella - Project Only	2023
Parcel Number (OCTAM TAZ#124)	
032-181-20, 032-181-18	

Screening Criteria for Fullerton

Is the project location in a Transit Priority Area?	Yes
Is the project location in a low VMT generating zone?	Yes
Is the Project one of these land use types? (show land use types)	No
Does the project generate fewer than 836 VMT? (enter project land use in the section below)	No

**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	0	Dwelling Units
Residential : MultiFamily Homes	20	Dwelling Units
Office	0.000	1,000 Sqaure Feet
Retail	1.152	1,000 Sqaure Feet
Industrial	0.000	1,000 Sqaure Feet
Private School	0	Students
University	0	Students
Entertainment	0.000	1,000 Sqaure Feet
Hotel	0	Rooms

Project Trips and VMT Information

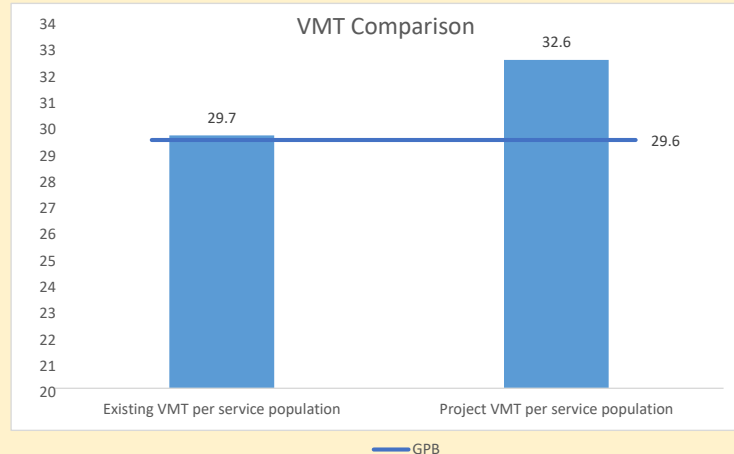
VMT Methodology

Daily Trips: 230 Average Trip Length: 7.6 Service Population: 53

VMT per service population 32.6

Project VMT Thresholds Comparison

- OPR Guidance (15% Below Existing)
- GHG Reduction Targets (14.3% Below Existing)
- Below Existing
- Better than General Plan Buildout



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North Orange County Collaborative VMT Traffic Study Screening Tool

Project Information

Project Name	Opening Year
Casa Bella - Net VMT	2023
Parcel Number (OCTAM TAZ#124)	
032-181-20, 032-181-18	

Screening Criteria for Fullerton

Is the project location in a Transit Priority Area?	Yes
Is the project location in a low VMT generating zone?	Yes
Is the Project one of these land use types? (show land use types)	No
Does the project generate fewer than 836 VMT? (enter project land use in the section below)	No

**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	0	Dwelling Units
Residential : MultiFamily Homes	20	Dwelling Units
Office	0.000	1,000 Sqaure Feet
Retail	0.000	1,000 Sqaure Feet
Industrial	0.000	1,000 Sqaure Feet
Private School	0	Students
University	0	Students
Entertainment	0.000	1,000 Sqaure Feet
Hotel	0	Rooms

Project Trips and VMT Information

VMT Methodology

Daily Trips: 178 Average Trip Length: 7.6 Service Population: 50

VMT per service population 27.0

Project VMT Thresholds Comparison

- OPR Guidance (15% Below Existing)
- GHG Reduction Targets (14.3% Below Existing)
- Below Existing
- Better than General Plan Buildout

