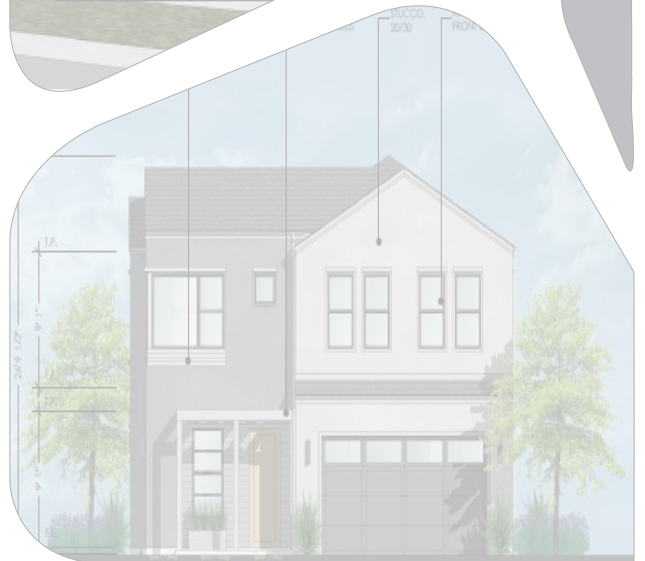



# TAPP Worksheet



## TRANSPORTATION ASSESSMENT POLICIES AND PROCEDURES (TAPP) WORKSHEET

<b>PROJECT NUMBER</b>	PRJ2021-00006
<b>PROJECT NAME</b>	The Pines at Sunrise Village
<b>PROJECT LOCATION</b>	Euclid & Rosecrans
<b>APN(s)</b>	287-241-06
<b>PROJECT PLANNER</b>	Heather Allen
<b>PROPOSED LAND USES</b>	168 Residential Units
<b>EXISTING LAND USES TO BE REMOVED</b>	122,820 square foot Shopping Center
<b>VMT SCREENING</b>  <input type="checkbox"/> Project is exempt from CEQA; therefore, a VMT Analysis is not required.  <input type="checkbox"/> Project passes Primary and Secondary Screening; therefore, a VMT Analysis is not required.  <input checked="" type="checkbox"/> Project fails screening; therefore, a VMT Analysis is required.	<u>Primary Screening</u> The Proposed Project: <input type="checkbox"/> Located in a Transit Priority Area <input 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 <sup>1</sup> (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>

<sup>1</sup> 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><b>VMT ANALYSIS</b></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:  Estimated Daily Trips: 1,498  Average Trip Length: 8.6  Service Population 478  VMT per Service Population: 27  VMT Credit: None</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>The proposed residential project replaces a predominately vacant shopping center located in a predominantly residential area of the City. 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. Despite providing no VMT credit for the existing shopping center, it is still reasonable to conclude that the proposed project will have no probable VMT impact.</i></p>
<p><b>LOS SCREENING</b></p> <p><input type="checkbox"/> Project is not expected to have an effect on transportation; therefore, a LOS Analysis is not required.</p> <p><input checked="" type="checkbox"/> Project fails screening and may have a potential effect on transportation; therefore, a LOS Analysis is required.</p>	<p>The Proposed Project:  Peak Hour Trip Generation: AM: 92  PM: 116</p> <p>Peak Hour Trip Credit: AM: 50 est.  PM: 150 est.</p> <p>Proposed Project Net Peak Trip Generation: AM: 42 est.  PM: 0 est.</p> <p><input checked="" type="checkbox"/> AM or PM peak hour trip generation is anticipated to exceed 40 net new vehicle trips.  <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><b>Approved by:</b></p>	 David Roseman City Traffic Engineer March 25, 2021

# NOCC+



## North Orange County Collaborative VMT Traffic Study Screening Tool

### Project Information

Project Name	Opening Year
Sunrise Village	2023
Parcel Number ( OCTAM TAZ#139 )	
287-241-06	

### Screening Criteria for Fullerton

Is the project location in a Transit Priority Area?	No
Is the project location in a low VMT generating zone?	Review
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	116	Dwelling Units
Residential : MultiFamily Homes	52	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: 1498 Average Trip Length: 8.6 Service Population: 478

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

