

## TRANSPORTATION ASSESSMENT POLICIES AND PROCEDURES (TAPP) WORKSHEET

<b>PROJECT NUMBER</b>	PRE-2022-0020
<b>PROJECT NAME</b>	Pointe Common
<b>PROJECT LOCATION</b>	1600 W Commonwealth
<b>APN(s)</b>	030-290-22
<b>PROJECT PLANNER</b>	Vince Fregoso
<b>PROPOSED LAND USES</b>	62-unit Multi-Family Residential Units
<b>EXISTING LAND USES TO BE REMOVED</b>	Vacant Lot
<b>VMT SCREENING</b>  <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 checked="" 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.

