


Appendix H: TAPP Worksheet

TRANSPORTATION ASSESSMENT POLICIES AND PROCEDURES (TAPP) WORKSHEET

PROJECT NUMBER	TBD
PROJECT NAME	1500 Raymond Industrial Building
PROJECT LOCATION	1500 S. Raymond Ave
APN(s)	267-031-06 and 267-031-25
PROJECT PLANNER	Edgardo Caldera
PROPOSED LAND USES	138,497 square feet of Manufacturing Warehouse
EXISTING LAND USES TO BE REMOVED	Existing 252 Room Hotel
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 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 checked="" 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: 282 Average Trip Length: 9.1 Service Population 138 VMT per Service Population: 18.5 Total VMT: 2,567 VMT Credit: 28,984</p> <p>Target VMT per Service Population Threshold: 29.6 Percentage above/below VMT Target: -37.5%</p> <p>City Traffic Engineer's Finding:</p> <p><i>The proposed project demolishes an existing hotel building and constructs a new industrial building that will consist of a 138,497 square foot manufacturing warehouse. The proposed project is anticipated to generate a total of 2,567 VMT. However, the existing land use was anticipated to generate a total of 28,984 VMT. Using the VMT credit from the existing land use, the proposed project is anticipated to generate less than 836 net new VMT. Therefore, based on this review 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: 94 PM: 102</p> <p>Peak Hour Trip Credit: AM: 116 PM: 149</p> <p>Proposed Project Net Peak Trip Generation: AM: -22 PM: -47</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 November 9, 2022

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North Orange County Collaborative VMT Traffic Study Screening Tool

Project Information

Project Name	Opening Year
1500 South Raymond Ave	2026
Parcel Number (OCTAM TAZ#138)	
267-031-06	

Screening Criteria for Fullerton

Is the project location in a Transit Priority Area?	No
Is the project location in a low VMT generating zone?	No
Is the Project one of these land use types? <input checked="" type="radio"/> (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	0	Dwelling Units
Office	0.000	1,000 Sqaure Feet
Retail	0.000	1,000 Sqaure Feet
Industrial	138.497	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

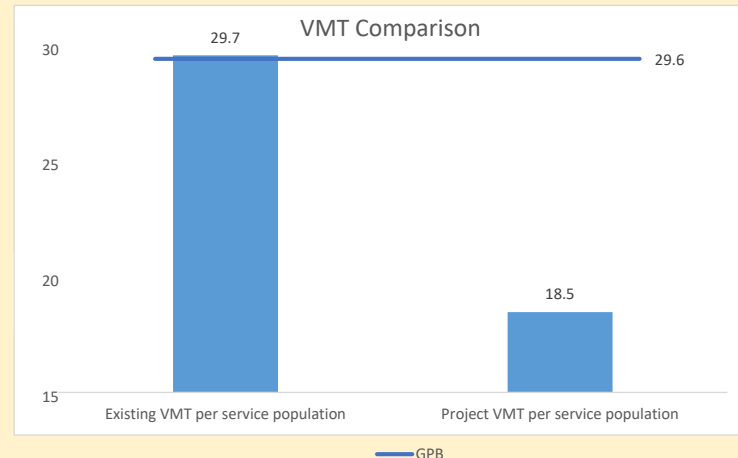
VMT Methodology

Daily Trips: 282 Average Trip Length: 9.1 Service Population: 138

VMT per service population 18.5

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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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	252	Rooms

Project Trips and VMT Information

VMT Methodology

Daily Trips: 3185 Average Trip Length: 9.1 Service Population: 370

VMT per service population 78.1

Project VMT Thresholds Comparison

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

