TRANSPORATION ASSESSMENT POLICIES AND PROCEEDURES (TAPP) WORKSHEET

PROJECT NUMBER	PRE-2022-0020
PROJECT NAME	Pointe Common
PROJECT LOCATION	1600 W Commonwealth
APN(s)	030-290-22
PROJECT PLANNER	Vince Fregoso
PROPOSED LAND USES	62-unit Multi-Family Residential Units
EXISTING LAND USES	Vacant Lot
TO BE REMOVED	
VMT SCREENING	Primary Screening
	The Proposed Project:
☐ Project is exempt from	⊠Located in a Transit Priority Area
CEQA; therefore, a VMT	☑Located in a Low VMT-generating area
Analysis is not required.	☐ Project type is presumed to have a less than significant impact
	☐ Project generates less than 836 VMT
⊠Project passes Primary	
and Secondary Screening;	If any of the above boxes are checked, the project passes Primary Screening, and the
therefore, a VMT Analysis	Project Planner completes applicable Secondary Screening.
is not required.	Secondary Screening – Transit Priority Area
_	The Proposed Project:
☐ Project fails screening;	⊠ Has a Floor Area Ratio (FAR) of less than 0.75
therefore, a VMT Analysis	☐Is overparked in relation to City Code.
is required.	☐ Is inconsistent with the applicable Sustainable Communities Strategy
	☐Replaces affordable residential units with a smaller number of
	moderate- or high-income residential units.
	If any of the above boxes are checked, the project fails Secondary Screening.
	Secondary Screening – Low VMT-generating Area
	The Proposed Project:
	☐ Is inconsistent with the existing land use¹ (i.e. if the project is
	proposing single-family housing, there should be existing single-family
	housing of approximately the same density); or
	☐ 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.
	If any of the above boxes are checked, the project fails Secondary Screening.

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.

VMT ANALYSIS	The Proposed Project:
	Estimated Daily Trips: 553
	Average Trip Length: 8.4
analysis reveals no	Service Population 155
probable VMT impact,	VMT per Service Population: 30.0
therefore, no further	VMT Credit: 0
study is required.	VIVIT CICUIL. 0
study is required.	Target VMT per Service Population Threshold: 29.6
	Percentage above/below VMT Target: 0.01%
☐ Project may have a	Percentage above/below vivit ranger. 0.01%
VMT impact and thus a	City Troffic Engineer's Findings
VMT Analysis is required.	City Traffic Engineer's Finding:
	The proposed project would construct 62 new affordable residential
	units on a vacant parcel. Although the proposed project is anticipated to
	generate VMT at a rate slightly above the City's VMT target, the project
	screens out of requiring a VMT analysis since the project is located within
	a low VMT-generating area. There is no indication that the residents of
	the new 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. Furthermore, the project is under parked in relation to City
	Code. Due to the characteristics of the proposed project and its location,
	it is reasonable to conclude that the proposed project will have no
	probable VMT impact and thus no further analysis is required.
LOS SCREENING	The Proposed Project:
	Peak Hour Trip Generation: AM: 25
⊠Project is not expected	PM: 32
to have an effect on	
to have an encouou	
transportation; therefore,	Peak Hour Trip Credit: AM: 0
	Peak Hour Trip Credit: AM: 0 PM: 0
transportation; therefore,	
transportation; therefore, a LOS Analysis is not	
transportation; therefore, a LOS Analysis is not required.	PM: 0
transportation; therefore, a LOS Analysis is not required. □ Project fails screening	PM: 0 Proposed Project Net Peak Trip Generation: AM: 25
transportation; therefore, a LOS Analysis is not required. □ Project fails screening and may have a potential	PM: 0 Proposed Project Net Peak Trip Generation: AM: 25 PM: 32
transportation; therefore, a LOS Analysis is not required. □ Project fails screening and may have a potential effect on transportation;	PM: 0 Proposed Project Net Peak Trip Generation: AM: 25 PM: 32 AM or PM peak hour trip generation is anticipated to exceed 40 net
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