Appendix L

Transportation Assessment Policies and Procedures (TAPP) Worksheet and Trip Generation Table

TRANSPORATION ASSESSMENT POLICIES AND PROCEEDURES (TAPP) WORKSHEET

PROJECT NUMBER	ZON-2025-0013
PROJECT NAME	Truck Terminal and Warehouse
PROJECT LOCATION	2461-2495 Orangethorpe Avenue
APN(s)	338-172-24
PROJECT PLANNER	David Lopez
PROPOSED LAND USES	110,232 square foot industrial warehouse building
EXISTING LAND USES TO BE REMOVED	Five separate buildings of industrial, retail, and office use totaling up to 86,000 square feet.
VMT SCREENING ☐Project is exempt from CEQA; therefore, a VMT Analysis is not required. ☒Project passes Primary and Secondary Screening; therefore, a VMT Analysis is not required. ☐Project fails screening; therefore, a VMT Analysis is required.	<u>Primary Screening</u> The Proposed Project: ☒Located in a Transit Priority Area ☐Located in a Low VMT-generating area ☐Project type is presumed to have a less than significant impact ☒Project generates less than 836 VMT *If any of the above boxes are checked, the project passes Primary Screening and the Project Planner completes applicable Secondary Screening.*
	<u>Secondary Screening – Transit Priority Area</u> The Proposed Project: ☒Has a Floor Area Ratio (FAR) of less than 0.75 ☐Is overparked in relation to City Code. ☐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.*
	<u>Secondary Screening – Low VMT-generating Area</u> The Proposed Project: ☐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 ☐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 ☒Preliminary project analysis reveals no probable VMT impact, therefore, no further study is required. ☐Project may have a VMT impact and thus a VMT Analysis is required.	The Proposed Project: Estimated Daily Trips: 225 Average Trip Length: 8.9 Service Population 110 VMT per Service Population: 18.1 Proposed Project VMT: 2,003 Existing Use VMT Credit: 13,047 Net Project VMT: -11,044 Target VMT per Service Population Threshold: 29.6 Percentage above/below VMT Target: -38.9% Contract Traffic Engineer's Finding: *The proposed project demolishes three industrial buildings and two office/retail buildings totaling 86,000 square feet and constructs a single 110,232 square foot warehouse with 15 loading docks. The proposed project's net onsite square footage is approximately 24,232; however, warehouse/industrial space generates far less traffic per square foot than office/retail space. Therefore, the proposed project screens out of requiring a VMT analysis since the proposed project is anticipated to generate about 11,000 fewer vehicle miles traveled per day than the existing uses on site. Additionally, the proposed project is anticipated to generate vehicle miles per service population that is 38.9% less than that of General Plan Buildout, thus construction of the project is not expected to increase future vehicle miles of travel per service population in the City. 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.*
LOS SCREENING ☒Project is not expected to have an effect on transportation; therefore, a LOS Analysis is not required. ☐Project fails screening and may have a potential effect on transportation; therefore, a LOS Analysis is required.	Peak Hour Trip Generation: AM: 37 *ITE Land Use 150 - EQ* PM: 40 Peak Hour Trip Credit: *40K sqft of ITE Land Use 130 – AV* AM: 84 *46K sqft of ITE Land Use 710 – AV* PM: 80 Proposed Project Net Peak Trip Generation: AM: -47 PM: -40 ☐AM or PM peak hour trip generation is anticipated to exceed 40 net new vehicle trips. ☐The combination of land use and location necessitates further study. *If any of the above boxes are checked, the project fails LOS Screening.*
Approved by:	 David Roseman Contract Traffic Engineer May 20, 2025

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North Orange County Collaborative VMT Traffic Study Screening Tool

Project Information

Project Name	Opening Year
Proposed Truck Terminal / Warehouse at 2461-2495 Orangethorpe	2027

Parcel Number (OCTAM TAZ#130)

338-172-24

Screening Criteria for Fullerton

Is the project location in a Transit Priority Area?	Yes
Is the project location in a low VMT generating zone?	No
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	0	Dwelling Units
Office	0.000	1,000 Sqaure Feet
Retail	0.000	1,000 Sqaure Feet
Industrial	110.232	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

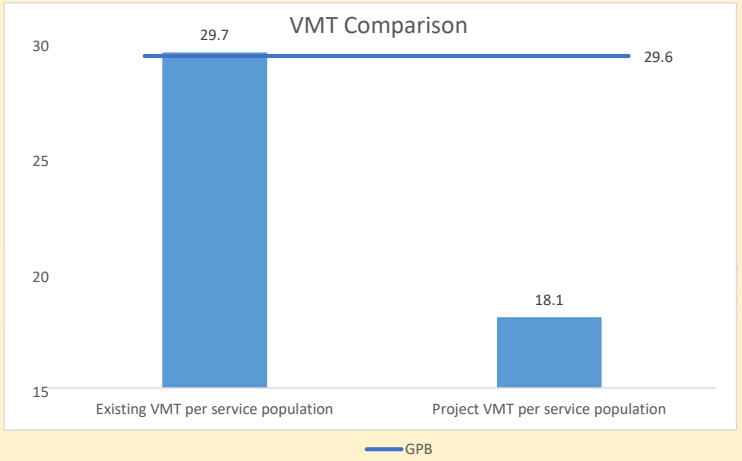
VMT Methodology: Origin Destination (OD)

Daily Trips: 225 Average Trip Length: 8.9 Service Population: 110

VMT per service population 18.1

Project VMT Thresholds Comparison

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



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North Orange County Collaborative VMT Traffic Study Screening Tool

Project Information

Project Name	Opening Year
Existing Industrial / Office Park at 2461-2495 Orangethorpe	2027

Parcel Number (OCTAM TAZ#130)
338-172-24

Screening Criteria for Fullerton

Is the project location in a Transit Priority Area?	Yes
Is the project location in a low VMT generating zone?	No
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	0	Dwelling Units
Office	46.000	1,000 Sqaure Feet
Retail	0.000	1,000 Sqaure Feet
Industrial	40.000	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: Origin Destination (OD)

Daily Trips: 1466 Average Trip Length: 8.9 Service Population: 201

VMT per service population 64.6

Project VMT Thresholds Comparison

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

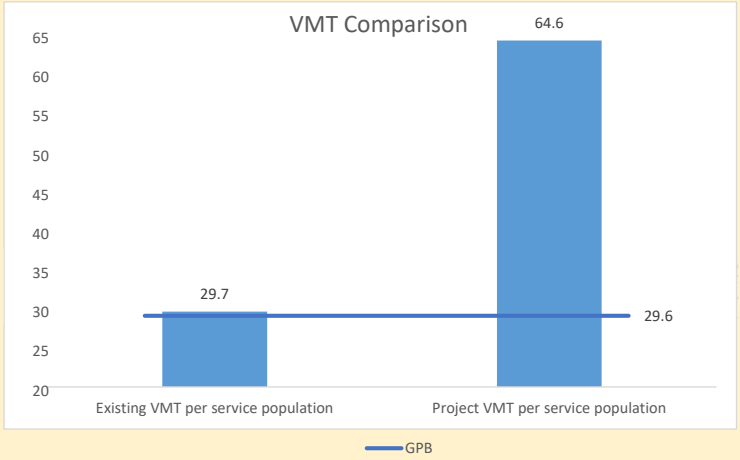

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TABLE 1: TRIP GENERATION

ITE LUC	Land Use	Scale	ITE Unit	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
					In	Out	Total	In	Out	Total
Existing Conditions										
130	Industrial Park	40	KSF	135	11	3	14	3	11	14
130	*Industrial Park (Trucks)*	*40*	*KSF*	*23*	*1*	*1*	*2*	*1*	*1*	*2*
710	General Office Building	46	KSF	499	62	8	70	11	55	66
710	*General Office Building (Trucks)*	*46*	*KSF*	*5*	*0*	*0*	*0*	*0*	*0*	*0*
	Existing Conditions Baseline Trips			**634**	**73**	**11**	**84**	**14**	**66**	**80**
Proposed Project										
150	Warehousing	110.232	KSF	212	28	9	37	11	29	40
150	*Warehousing (Trucks)*	*110.232*	*KSF*	*66*	*1*	*1*	*2*	*2*	*1*	*3*
	Proposed Project Baseline Trips			**212**	**28**	**9**	**37**	**11**	**29**	**40**
	Net New Trips (Proposed - Existing)			**-422**	**-45**	**-2**	**-47**	**-3**	**-37**	**-40**
	Net New Truck Trips (Proposed - Existing)			*38*	*0*	*0*	*0*	*1*	*0*	*1*