



Fullerton Transportation Center



Specific Plan

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Fullerton Transportation Center Specific Plan

PREPARED FOR THE:

City of Fullerton
Fullerton Redevelopment Agency

FTC Acquisition LLC, a joint venture of:
JMI Realty LLC
The Morgan Group, Inc.
Prudential Insurance Company of America

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ACKNOWLEDGEMENTS

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CHAPTER 1: INTRODUCTION AND USER'S GUIDE

1.1 PURPOSE AND INTENT

1.1.1 Overview

The overall purpose and intent of this Specific Plan is to create a sustainable transit-oriented district at the Fullerton Transportation Center, which is located within Downtown Fullerton. The proposed Specific Plan is intended to:

- Focus growth and development around the Fullerton Transportation Center to link land use, housing, and transit per the direction of Senate Bill 375 (CA, 2008).
- Increase walking, bicycling, and transit ridership.
- Capitalize on the mobility options provided by the Downtown's walkable environment and transit services.
- Increase City revenues and diversify the City's economy.
- Facilitate growth and development while achieving a net zero impact on the City's existing water supply.
- Increase the demand for business and services within Downtown Fullerton by increasing the Downtown population and enhancing the Downtown as a destination.

- Create opportunities for new businesses and jobs by providing new commercial and office space near the Fullerton Transportation Center.
- Focus development in the urban core to minimize growth impacts on suburban neighborhoods and to provide the community with centrally located services.
- Preserve designated historic buildings.
- Provide high quality civic spaces for recreation, gathering, and cultural events.
- Diversify the City's housing options by providing urban housing opportunities for a range of socio-economic levels.
- Through interpretive elements, showcase the City's unique history and culture related to agriculture, the railroad, and the Fender guitar.

1.1.2 SUSTAINABILITY

Concurrent with the preparation of this Specific Plan, the City of Fullerton was updating its General Plan to include goals, policies, and actions pertaining to sustainability. Within the City of Fullerton, sustainability encompasses the community's decisions and actions that, in a cooperative, coordinated, and balanced manner, address the needs of the present without compromising the future generations' ability to meet their own needs. The City's goals, policies and actions pertaining to sustainability are organized into the four "pillars of sustainability":

- **Built Environment:** A Sustainable Built Environment in Fullerton uses, reuses, preserves, designs, composes, operates or maintains infrastructure, buildings, and structures consistent with the goals, policies and actions of Fullerton’s sustainable economy, natural environment, and community.
- **Economy:** A Sustainable Economy in Fullerton diversifies the base of businesses, creates new jobs, grows the tax base, facilitates property reinvestment, and reduces the costs of living consistent with the goals, policies and actions of Fullerton’s sustainable built environment, natural environment and community.
- **Natural Environment:** A Sustainable Natural Environment in Fullerton maintains or improves water resources, air quality, open space, and natural resources, as well as addressing climate change consistent with the goals, policies and actions of Fullerton’s sustainable built environment, economy and community.
- **Community:** A Sustainable Community in Fullerton facilitates civic engagement, encourages public involvement, provides educational and recreational opportunities, supports the welfare of children and seniors, and preserves the well-being of residents consistent with the goals, policies and actions of Fullerton’s sustainable built environment, economy and natural environment.

Consistent with the direction of the existing General Plan and the preliminary direction set by the General Plan Update, the FTC Specific Plan is designed to create a sustainable, urban neighborhood. The goals, development standards, and design guidelines within this Specific Plan implement the pillars of sustainability and are focused on creating Fullerton’s most sustainable neighborhood. The standards and guidelines will promote the development of green buildings, streets, and public spaces, all of which will contribute to a sustainable neighborhood that will achieve certification under the US Green Building Council’s Leadership in Energy and Environmental Design (LEED) Rating System for Neighborhood Development. All new buildings constructed in the FTC Specific Plan Area will also be designed to achieve equivalency of certification under the LEED for New Construction Rating System.

1.1.3 Transit Oriented Development

A transit-oriented development (TOD) is a compact, walkable community located near public transit. TODs provide the opportunity to live a quality lifestyle without dependence on an automobile for mobility. TOD communities typically include a mix of complimentary land uses, provide a wide range of amenities and services to residents and transit riders, and promote walking and bicycling through street and infrastructure improvements. TODs offer an alternative to low-density suburban developments, which are typically dependent on automobiles for mobility.

LEED

The U.S. Green Building Council (USGBC) is a non-profit organization committed to a prosperous and sustainable future for our nation by promoting healthy, cost-efficient, and energy-saving buildings. The USGBC has developed the Leadership in Energy and Environmental Design (LEED) certification program. This certification program establishes nationally accepted benchmarks for the design, construction and operation of high performance green buildings and neighborhoods. LEED promotes an approach to sustainability by recognizing performance in five key areas of human and environmental health:

- Sustainable site development
- Water efficiency
- Energy efficiency
- Building materials selection
- Indoor environmental quality.

Through a third-party review, buildings and neighborhood developments can be LEED certified under a variety of rating systems.

The FTC Specific Plan is designed to achieve certification under the LEED Rating System for Neighborhood Development (LEED-ND). All new buildings constructed in the FTC Specific Plan would also be designed to achieve the equivalency of certification under the LEED for New Construction Rating System (LEED NC).

According to the 2002 “Statewide Transit-Oriented Development Study: Factors for Success in California” (a publication by the California Department of Transportation and the Business, Transportation and Housing Agency), the development of TODs will help the State of California manage its future population growth and improve California’s quality of life. Further, the study states that TODs provide major benefits to individuals, communities, and regions. These benefits include, but are not limited to, the following:

- **TODs provide mobility choices:** TODs give residents the choice to travel without an automobile. This benefits people that cannot drive or choose not to drive, including youth, the elderly, and those that do not own a car.
- **TODs increase transit ridership:** TODs improve the efficiency and effectiveness of transit by increasing the number of people that live and work within walking distance of major transit stations.
- **TODs increase household disposable income:** Transportation is the second largest expense for a household. TODs can substantially reduce a household’s transportation costs, thereby increasing household disposable income.
- **TODs reduce the rates of vehicle miles traveled, air pollution, and energy consumption:** Residents of TODs drive fewer miles per year than residents of suburban neighborhoods. As a result, air pollution rates and energy consumption rates can be reduced on a per capita or per household basis by creating TODs.

- **TODs play a role in economic development.** TODs have been used across the country to help revitalize urban neighborhoods and downtowns, and to enhance tax revenues for local jurisdictions.
- **TODs contribute to more affordable housing:** TODs can increase the supply of affordable housing by providing additional housing opportunities and reducing household transportation expenditures.

The State of California recently passed Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375). AB 32 requires the State of California to reduce greenhouse gas emissions to 1990 levels no later than 2020. SB 375 recognizes that land use is an essential element of achieving the climate change goals under AB 32. SB 375 unites regional transportation, housing, and land use planning with CEQA reform, and in part, encourages the development of more compact and efficient growth patterns, including residential and employment opportunities near rail stations and along transit corridors.

1.2 SPECIFIC PLAN OVERVIEW

This Specific Plan will facilitate the transformation of approximately 39 acres of land into a sustainable, compact, urban neighborhood within walking distance of the Fullerton Transportation Center and Downtown Fullerton (refer to Section 1.3, Location and Setting). The FTC Specific Plan anticipates that the majority of the properties in the plan area will be redeveloped with mixed-use (retail with office or residential) and multi-family land uses. Identified historic

buildings and a number of more recently constructed buildings are anticipated to remain.

This Specific Plan includes a variety of civic spaces, including a Transit Plaza, neighborhood parks, a Transit Courtyard, a Rail Promenade and several pedestrian paseos. The civic spaces will be linked by pedestrian-friendly streets that are enhanced with street trees, and other streetscape amenities.

The FTC Specific Plan gives property owners flexibility to develop properties with a mix of retail, office, residential, and live-work uses based on future market demand. Because of this built-in flexibility, it is difficult to predict buildout of the Specific Plan Area with certainty. Therefore, two potential buildout scenarios were developed to analyze infrastructure requirements and evaluate environmental impacts of the Specific Plan:

- High Office/Low Residential Scenario
- High Residential/Low Office Scenario

It is anticipated that the ultimate buildout will occur somewhere between these two maximum buildout scenarios.

The High Office/Low Residential Scenario allows for the addition of up to:

- 100,000 square feet of general retail/restaurant space
- 100,000 square feet of office space
- 120-room hotel
- 1,513 residential units (inclusive of affordable housing units and additional units that may be constructed per California Density Bonus Law).

The High Residential/Low Office Scenario allows for the addition of up to:

- 100,000 square feet of general retail/restaurant space
- 49,000 square feet of office space
- 120-room hotel
- 1,560 residential units (inclusive of affordable housing units and additional units that may be constructed per California Density Bonus Law).

Should the market warrant development of retail or office space or additional residential units in excess of what is assumed in the above buildout scenarios, additional environmental review under the California Environmental Quality Act may be required prior to the approval of the site-specific project that would result in the additional retail or office space, or residential units.

It is anticipated that redevelopment of the FTC Specific Plan Area would occur in two phases. Each phase may also be divided into sub-phases.

Phase I would redevelop the properties along Santa Fe Avenue between Harbor Boulevard and Lemon Street. This phase would include the construction of the public Transit Plaza, surrounding mixed-use buildings, new parking structures, relocation of the Bus Depot for the Orange County Transportation Authority (OCTA), and supporting infrastructure improvements. Paseo, alley, and street improvements (Pomona Avenue and the segment of Santa Fe Avenue to the west of Lemon Street) would also occur. This phase could also include the demolition of the existing public parking structure on the northeast corner of Santa Fe Avenue and

Pomona Avenue. For analysis purposes, build out for this phase is estimated for completion by 2015.

Phase II would redevelop the remaining properties within the Specific Plan Area (excluding properties that are anticipated to remain unchanged). These properties would be redeveloped as individual projects over a span of 10 to 15 years. Proposed development within Phase II consists of additional mixed-use and residential buildings, including a potential hotel with up to 120 rooms. Neighborhood parks and paseos would also be developed in Phase II. Supporting infrastructure, alley, and street improvements (Lawrence Avenue, Walnut Avenue, and the segment of Santa Fe Avenue east of Lemon Street) would also occur.

For analysis purposes, build-out for this phase was estimated for completion by 2020. While not anticipated to occur, projects in Phase II, could be initiated prior to the completion of Phase I.

1.3 LOCATION AND SETTING

The City of Fullerton is located in northern Orange County, California. Regional roadway access to Fullerton is provided by Interstate 5, State Route 91, and State Route 57. Cities that border Fullerton include La Habra and Brea to the north, Anaheim to the south, Placentia to the east, and Buena Park and La Mirada to the west (refer to Figure 1-1, Regional Location Map).

The Fullerton Transportation Center (FTC) Specific Plan Area is situated in the heart of the City, within Downtown Fullerton. Roadways that serve as primary borders for the Specific Plan Area include Commonwealth Avenue to the north, Walnut Avenue to the south, Lawrence Avenue to the east, and Harbor Boulevard to the west. Portions of the Specific Plan Area extend slightly east of Lawrence Avenue and slightly south of Walnut Avenue, as shown in Figure 1-2, Local Vicinity Map. The Fullerton Train Depot (Amtrak/Metrolink station) and the OCTA Bus Transfer Terminal are located within the FTC Specific Plan Area near the intersection of Pomona Avenue and Santa Fe Avenue.

Figure 1-1: Regional Location Map



Figure 1-2: Aerial View and Boundary of the Specific Plan Area



Source: Johnson Fain/RBF Consulting/UDS

1.4 REQUIRED DEVELOPMENT ENTITLEMENTS

The adoption and implementation of the FTC Specific Plan requires the following entitlements to be obtained through the City of Fullerton:

- General Plan Amendment
- Zoning Ordinance Update
- Project Entitlements

1.4.1 General Plan Amendment

The Fullerton General Plan will need to be amended to change the land use designation of the parcels located within the FTC Specific Plan Area from their current General Plan designations to “Fullerton Transportation Center Specific Plan.” Text amendments to the General Plan will be necessary to create goals, policies, and programs to facilitate a transit-oriented development and sustainable urban community.

1.4.2 Zoning Ordinance Update

The City of Fullerton Zoning Ordinance and Zoning Map will need to be amended to implement the FTC Specific Plan. The Fullerton Zoning Ordinance and Zoning Map will be amended to establish a new “Specific Plan District (SPD)”, the boundaries of which will coincide with the boundaries of the FTC Specific Plan Area. The changes to the Zoning Ordinance will state that the Regulating Code within the FTC Specific Plan shall serve as the zoning, development, and design standards for all projects within the SPD Zone.

1.4.3 Project Entitlements

A variety of project approvals will be required to develop properties within the FTC Specific Plan Area. Approvals that may be required include without limitation:

- Disposition and Development Agreements (DDA)
- Design Review
- Tract Maps/Parcel Maps
- Lot Line Adjustments
- Variances
- Conditional Use Permits (CUP)
- Administrative Restaurant Use Permits (ARUP)
- Sidewalk Dining Permits
- Exceptions

1.5 SPECIFIC PLAN AUTHORITY

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) provides the authority for a city to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy driven plan). This Specific Plan is both a regulatory and policy document, and therefore must be adopted by ordinance.

The California Government Code establishes a minimum set of requirements for specific plans, which include text and diagrams that specify all of the following in detail:

- The distribution, location, and extent of the uses of land, including potential open space, within the Specific Plan Area.
- The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities to be located within the Specific Plan Area and which are needed to support the land uses described in the Specific Plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, public works projects, and financing measures necessary to carry out the project.
- A statement of the relationship of the Specific Plan to the General Plan.

This Specific Plan includes a description of future land uses and infrastructure improvements (Chapter 3), development standards and guidelines (Chapter 4), implementation and financing measures (Chapter 5), and a statement of the Specific Plan's relationship to the General Plan (Chapter 6). The Specific Plan document meets the legal requirements for a Specific Plan, as established by the California Government Code and the City of Fullerton Municipal Code.

1.6 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

The FTC Specific Plan has been adopted in compliance with the requirements of the California Environmental Quality Act (CEQA) (California *Public Resources Code*, Section 21000 et seq.). Pursuant to CEQA Guidelines (Title 14, *California Code of Regulations*, Chapter 3, Section 15000 et seq.), the City of Fullerton prepared an Initial Study and Notice of Preparation and made these documents available to responsible agencies, trustee agencies, and interested parties for a 30-day public review period. Through the Initial Study, the City determined that the implementation of the FTC Specific Plan could result in significant environmental impacts and that preparation of an Environmental Impact Report (EIR) was required.

The FTC Specific Plan EIR (State Clearinghouse No. 2009051049) is a Program EIR. Section 15168 of the CEQA Guidelines defines a Program EIR as one that may be prepared on a series of related actions that can be characterized as one large project. The FTC Specific Plan establishes an overall development program that can be characterized as one large project, but its implementation will require a series of future discretionary actions (approvals of specific projects) by the City of Fullerton. The FTC Specific Plan Program EIR is intended to serve as the primary environmental document for all future entitlements (later activities) associated with implementation of the FTC Specific Plan, including all discretionary approvals requested or required to implement the project.

Pursuant to Section 15168 of the CEQA Guidelines, a later activity under the FTC Specific Plan development program must be examined in the light of the Final Program EIR to determine whether additional environmental documentation must be prepared. Each later activity must undergo an initial study and analysis by the City to determine if the activity is within the scope of the Final Program EIR. Because these later activities are not new projects as defined by CEQA, compliance for each impact category is narrowed to a determination as to whether the activity would result in: (1) no substantial change from the previous analysis; (2) a more severe impact; or (3) a new significant impact. Based on the results of this initial study, the City will determine which of the following actions is applicable to the later activity:

- The later activity is a component of and consistent with the FTC Specific Plan and has been previously analyzed as a part of the Final Program EIR and findings certified pursuant to the State CEQA Guidelines. No additional CEQA documentation is required (CEQA Guidelines Section 15168).
- The later activity is a component of the FTC Specific Plan and has been previously analyzed as a part of the Final Program EIR and findings certified pursuant to the State CEQA Guidelines; however, minor technical changes or additions are needed to make the previous documentation adequate to cover the project. An Addendum to the Final Program EIR is required (CEQA Guidelines Section 15164).
- The later activity is either not a component of the FTC Specific Plan or has not been previously analyzed as part of the Final Program EIR, in which case an initial

study and additional environmental review under CEQA will be required unless the later activity is exempt under CEQA

1.7 SPECIFIC PLAN ORGANIZATION

The FTC Specific Plan is composed of several chapters, as described in detail below.

Chapter 1 - Introduction and User's Guide. This chapter provides basic background information about the Specific Plan. Since the Specific Plan will be used by a variety of users (such as property owners, City staff, business owners, residents, and elected and appointed officials), a user's guide is also provided in Section 1.8 of this Chapter.

Chapter 2 - Specific Plan Vision. This Chapter describes the overall project vision, Specific Plan goals and objectives, and the planning process and rationale that led to the formation of the FTC Specific Plan. A brief history of Fullerton is also presented.

Chapter 3 - Development Plan. Chapter 3 identifies the fundamental components of the Specific Plan. The detailed land use program is presented through tables and a master land use plan. In addition, necessary circulation and infrastructure improvements associated with the proposed land use plan are discussed in this chapter.

Chapter 4 - Regulating Code. The Regulating Code provides the development regulations for all buildings, streets, and civic spaces within the FTC Specific Plan Area. Standards and

guidelines for architectural design, landscaping, and other provisions are also provided.

Chapter 5 - Implementation and Administration. This chapter identifies implementation strategies and financing mechanisms for future projects within the FTC Specific Plan Area. This chapter also identifies how to administer this Specific Plan.

Chapter 6 - General Plan Consistency. This chapter provides a statement of consistency between the FTC Specific Plan and the Fullerton General Plan. General Plan goals pertaining to the FTC Specific Plan are included and analyzed, and a written analysis is provided to ensure that the Specific Plan is implementing the General Plan policies.

1.8 SPECIFIC PLAN USER'S GUIDE

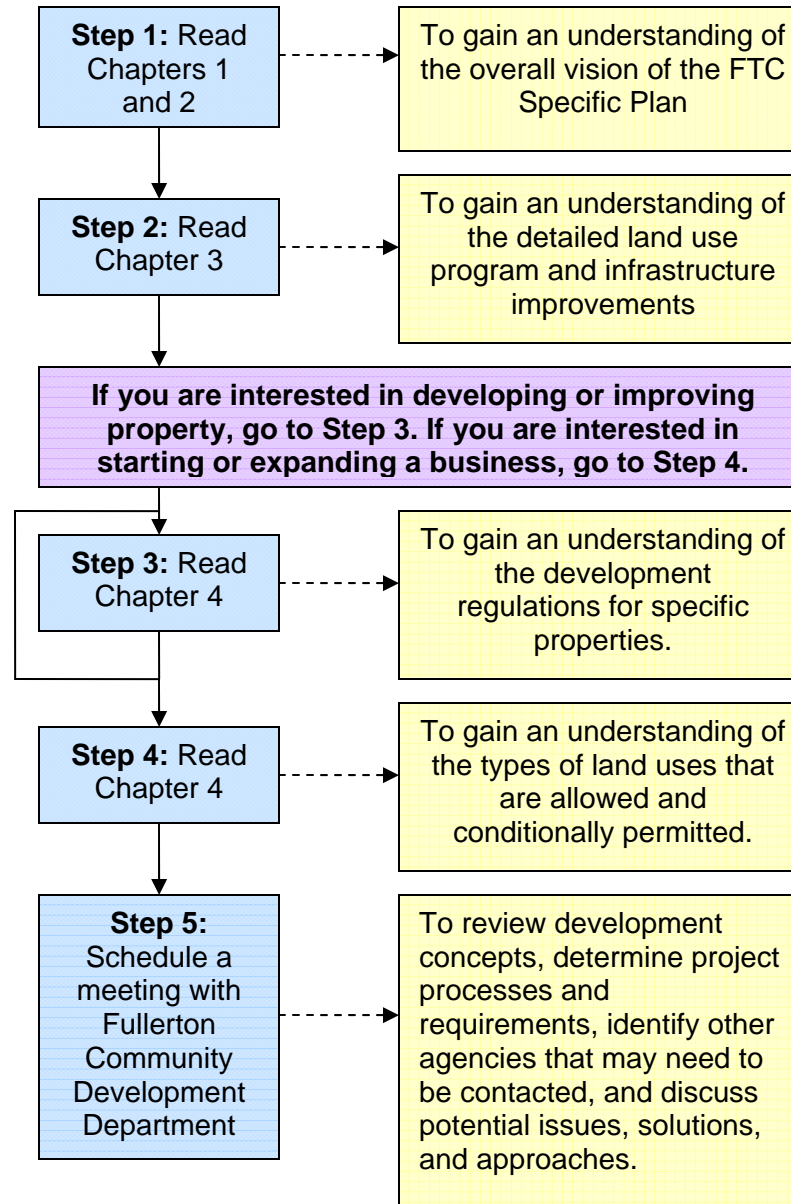
The FTC Specific Plan is designed to meet the needs of many users, including property owners, merchants, architects, designers, building contractors, City staff, residents, investors, developers, and other interested organizations and persons in the community. Each of these interests plays a vital role in the future development of the FTC Specific Plan Area.

To most effectively use the FTC Specific Plan, the following process is recommended (see Figure 1-3):

- **Step 1:** Review Chapters 1 and 2 to gain an understanding of the overall vision for the FTC Specific Plan.
- **Step 2:** Review Chapter 3 to gain an understanding of the detailed land use program and infrastructure improvements required to serve the buildout of the Specific Plan.
- **Step 3:** Property owners and/or developers that are interested in developing a specific property within the FTC Specific Plan Area should review Chapter 4 to gain an understanding of the development regulations for their property.
- **Step 4:** Those interested in starting a new business or expanding/enhancing an existing business in the FTC Specific Plan Area should next review Chapter 4 to gain an understanding of the types of land uses that are allowed and conditionally permitted in the FTC Specific Plan Area.
- **Step 5:** Schedule a meeting with the City of Fullerton Community Development Department to review your concepts, determine project processes and requirements, identify other agencies that may need to be contacted, and discuss potential issues, solutions, and approaches.

It is highly recommended that interested property/business owners, developers, and investors contact the City to discuss project proposals before committing resources for plans and drawings.

Figure 1-3: User's Guide



CHAPTER 2: SPECIFIC PLAN VISION

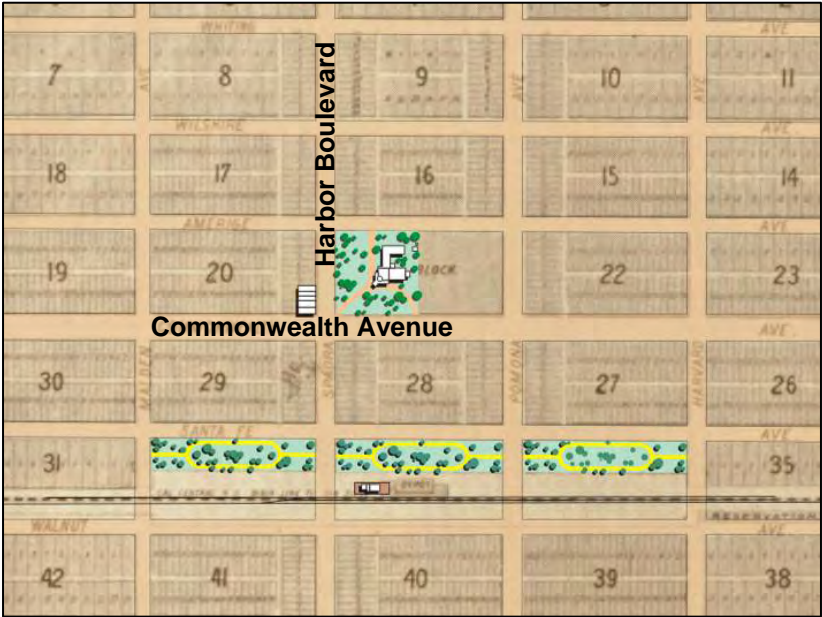
2.1 HISTORY AND BACKGROUND¹

2.1.1 Railroad Beginnings

Fullerton was founded in 1887 by George and Edward Amerige. At that time, the California Central Railroad, an ancillary company of the Santa Fe Railroad, was trying to purchase land for railroad right-of-way. George H. Fullerton, president of the Pacific Land and Improvement Company (also an ancillary company of the Santa Fe Railroad) had been sent west to assist in the acquisition of land for railroad right-of-way. George and Edward Amerige discovered that a likely site for a town was located north of Anaheim. The brothers began negotiations to purchase 430 acres of land north of Anaheim at the price of \$68,000. Next, they began talks with Pacific Land and Improvement, and offered free right-of-way and half interest in the land if the railroad survey would be altered to include the proposed town site. George Fullerton assured them the site would be included, and the Amerige brothers purchased the 430 acres. As a result, the town was named after its sponsor, George Fullerton.

2.1.2 Original Townsite Map

The town of Fullerton was originally subdivided into a series of blocks that were organized by a formal grid of streets that ran perpendicular and parallel to the railroad tracks. The three blocks immediately north of the Fullerton Train Depot were designed as a group of linear parks. These parks provided an attractive and grand entrance to the people arriving in Fullerton by train.



Fullerton Townsite Map, 1887: The three blocks immediately north of the Train Depot were designed as linear parks that provided an attractive and grand entrance to the community.

¹ All historical information courtesy of City of Fullerton Website.

City of Fullerton

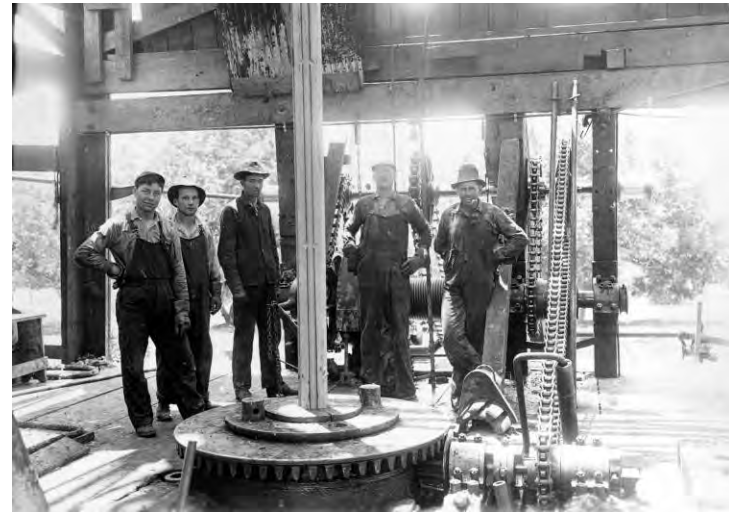
2.1.3 Agriculture, Oil, and Industry

In its beginning stages, Fullerton was a typical western town, and the railroad contributed quickly to its population growth. Agriculture quickly became the community's leading industry, with the primary crop being Valencia oranges. A number of orchards and farm houses surrounded the town of Fullerton. To help people navigate through the orchards, palm trees were planted in rows as visual beacons identifying the major roads that led to homesteads.



Example of a palm hedgerow within an agricultural orchard.

In the late 1890s, oil was discovered in Fullerton. By 1912, oil wells extended for 12 miles. Much of the oil fields were located on the north side of town, in what is now the City of Brea.



Fullerton's first Oil Well, ca. 1890.
Courtesy of Fullerton Public Library

Among the bustling industries of agriculture and oil, Fullerton Incorporated in 1904. In 1920, the City took in a record \$2 million in building permits, and developed a public works program to make street, water, and sewer system improvements. The Fullerton Municipal Airport was constructed in 1927. In 1932, Fullerton assumed its role as a city of industry and manufacturing when Val Vita Foods opened. At the end of the 1950s, Fullerton had 142 industries that employed 18,500 people.

2.1.4 Birthplace of the Solid-Body Electric Guitar

In 1951, a Fullerton business owner named Leo Fender introduced a prototype solid-body electric guitar that would eventually become the legendary Fender Telecaster. The Tele, as it became affectionately known, was the first solid-body electric guitar ever to go into commercial production. Soon to follow the Tele were the revolutionary Precision Bass Guitar and the Fender Stratocaster. These instruments were born in Downtown Fullerton, first within a radio shop on the 100 block of South Harbor Boulevard and later in an enlarged facility on the northeast corner of Santa Fe and Pomona Avenues. Fender instruments contributed to the revolutionary era of rock and roll music.



Leo Fender in front of the old City Hall

2.1.5 Post War Growth

After World War II, the City underwent its last large growth period, and in 1956, the building permit valuation totaled \$114 million. The growth of the 1940s and 1950s slowed during the 1960s and 1970s as Fullerton became a family-oriented city with community-centered amenities such as libraries, schools, and parks. California State University, Fullerton was founded in 1957.



Postcard view of Fullerton from the 1950s.
Courtesy of Fullerton Public Library

City of Fullerton

2.1.6 Downtown Revitalization

During the 1970s, 1980s, 1990s, and 2000s, the City initiated and pursued sustained efforts to revitalize Downtown Fullerton. Projects included a program of public works improvements and a package of loan programs that encouraged the restoration of more than 70 historic buildings. The City sponsored loans for seismic retrofits contributed greatly to the preservation of unreinforced masonry buildings.

In 1995, the Fullerton Redevelopment Agency prepared and adopted the Fullerton Transportation Center Study. This study was developed with community input through a series of workshops involving the public, a Core Team of citizens and City staff, and a Technical Advisory Committee of City staff. A variety of projects were implemented after the adoption of the Study, including the Museum Plaza, the south passenger platform and pedestrian bridge at the Fullerton Train Depot, streetscape improvements in the Downtown, several Downtown mixed-use and residential projects, and public and private investment in the SOCO (South of Commonwealth) District. The results of the revitalization efforts is Fullerton's present-day Downtown, a vibrant, fun, community-oriented location that provides a variety of entertainment, dining, shopping, and employment services.



Views of Downtown Fullerton

In 2005, the Fullerton Redevelopment Agency prepared and adopted the Fullerton Downtown Strategy, which is an update to the 1995 Transportation Center Study. The Fullerton Downtown Strategy is an action guide for development and redevelopment activities in Downtown Fullerton. The document contains strategies to develop the FTC Specific Plan Area as an urban mixed-use district that encourages retail, residential, office, and hotel uses. It also supports parks, public plazas, high-quality architecture, and taller buildings (up to ten stories) to create a distinct identity and visual marker for the Downtown.

2.1.7 Commuter Rail and Bus Transit

Metrolink, the regional commuter rail system that links Orange County with cities in Los Angeles, San Bernardino, and Riverside Counties, commenced rail service to and from the Fullerton Train Depot in 1994. Amtrak also provides national passenger rail service to and from Fullerton. The Orange County Transportation Authority (OCTA) provides connecting county-wide bus service to the Fullerton Train Depot, making it a multi-modal transportation center. Growth of this multi-modal transportation facility has provided the opportunity to redevelop adjacent and nearby properties and create a transit-oriented urban neighborhood.



View of a Metrolink Train at the Fullerton Depot.

2.1.8 Sustainability and Green Design

In recent years, sustainability and green design movements in architecture, urban planning, and urban design have strengthened and gained momentum. In response to the loss of farmland and sensitive habitats, traffic congestion, volatile gas prices, global warming, and climate change, communities throughout the nation are incorporating sustainable and green practices into planning and development projects. These practices are developed to preserve sensitive environmental resources, encourage mixed-use neighborhoods, focus development near transit, improve energy efficiency, save water, reduce the use of natural resources, improve indoor air quality, and promote more livable and healthy environments. A number of cities and counties have also developed green policies and green building ordinances to encourage and/or require green building techniques. Many of these policies and ordinances implement green rating systems, such as Built Green, Build it Green, and Leadership in Energy and Environmental Design (LEED).

In addition, state and regional laws and policies are requiring local governments to consider and incorporate more sustainable planning and design practices. State and regional laws related to sustainability include, but are not limited to, the following:

- Assembly Bill 32 (AB 32): AB 32 requires the State of California to reduce greenhouse gas emissions to 1990 levels no later than 2020.
- Senate Bill 375 (SB 375): SB 375 recognizes that land use is an essential element of achieving the climate change goals under AB 32. SB 375 unites regional transportation, housing, and land use planning with

CEQA reform, and encourages the development of transit-oriented neighborhoods as part of a multi-pronged effort to achieve AB 32's greenhouse gas emission mandates.

- California Green Building Code: The California Green Building Code is voluntary green building standards that become mandatory in 2011.
- California Regional Water Quality Control Board - Santa Ana Region - Order No. R8-2009-0030: This order requires developments to incorporate Low Impact Development (LID) measures to improve stormwater quality.

While this Specific Plan was being prepared, the City of Fullerton was updating its General Plan to include goals, policies, and actions pertaining to sustainability. Within the City of Fullerton, sustainability encompasses the community's decisions and actions that, in a cooperative, coordinated, and balanced manner, address the needs of the present without compromising the future generations' ability to meet their own needs.

Consistent with the direction of the 2010 General Plan Update, the FTC Specific Plan is designed to create a sustainable, urban neighborhood. The goals, development standards, and design guidelines within this Specific Plan were developed based on the City's overall framework for sustainability (see section 1.1.2).

2.2 THE PLANNING PROCESS

The City of Fullerton and the Fullerton Redevelopment Agency, in collaboration with JMI Realty LLC, The Morgan Group, Inc., Johnson Fain, and Rios Clementi Hale Studios, began a community planning process to chart the future of the FTC Specific Plan Area in 2006. Community outreach was conducted through planning workshops where community members and project stakeholders were able to voice their opinions and discuss design concepts for the future of the Specific Plan Area.

During the first workshop in September 2006, participants discussed a variety of urban design concepts, such as scale and street character, retail experience, cultural and civic spaces, urban-scaled open space, and movement and traffic.

Based on the discussions at the workshop, the following primary goals and objectives were created:

- Goal 1: Develop a mixed-use project that respects the scale and character of Downtown Fullerton, and the existing historic buildings.



- Goal 2: Program retail uses that are neighborhood serving, family-oriented, and include a mix of national, regional, and independent retailers.



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- Goal 3: As part of the mixed-use environment, incorporate cultural and civic spaces, such as outdoor performance areas and a public plaza in the project.



- Goal 5: Include pedestrian and bike connections as key elements in the project.



- Goal 4: Program the outdoor public open spaces to accommodate the needs of various user groups, such as residents, commuters, visitors, and children.



The second community workshop was held in November 2006. Participants were divided into table groups and were asked to develop concepts for the FTC. Each group designed a three-dimensional model that included a combination of retail space, a hotel, office space, housing, open space, a public parking structure, and a regional tourist attraction.



Based on feedback from the community workshops, analysis of the data occurred, and conceptual planning began. This process considered community wants, needs, and concerns. Additional input from City staff, OCTA, and local stakeholders was recorded. A general framework for the study area and three alternative design concepts were prepared for the Specific Plan Area.



Alternative 1: "Main Street" Concept (view looking northwest)



Alternative 2: "Main Street Alternative" Concept (view looking northwest)



Alternative 3: "Alleys and Courtyards" Concept (view looking northwest)

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The framework and three alternatives were presented at a third community workshop in March of 2007. The community discussed the alternatives and provided additional feedback for the creation of a preferred alternative.



After the third community workshop, a preferred alternative was selected and the Framework Plan for the FTC Specific Plan Area was finalized.



Preferred Alternative (plan view)



Preferred Alternative (view looking northeast)

On June 25, 2007, the City Council, acting as the Redevelopment Agency, reviewed the Framework Plan for FTC and directed staff to prepare a Specific Plan for the area. Following the action of the City Council, acting as the Redevelopment Agency, preparation of the Specific Plan was put on hold while the feasibility of the Southern California Rail Experience (SCRX), the railroad attraction proposed for the area, was undertaken. In December 2008, the City Council determined that SCRX would not be included as an element of the Specific Plan.

In January of 2009, RBF Consulting's Urban Design Studio joined the project team to draft the FTC Specific Plan. As part of the Specific Plan process, additional community meetings, property owner and stakeholder interviews, and a design charrette with City Staff were conducted in the winter and spring of 2009. These meetings, as well as recent State of California legislation requiring the reduction of vehicle miles traveled and greenhouse gas emissions, and the City of Fullerton's General Plan update process, resulted in refinement of the Framework Plan. The key changes from the framework plan are:

- The elimination of the SCRX from the Specific Plan program.
- The relocation of the OCTA Bus Depot from the planned Transit Plaza to the ground floor of the planned public parking structure (the FTC Parking Structure).
- Allowing alternative locations and configurations for the neighborhood parks.
- Expanding the Specific Plan boundary to include the Crystal Icehouse building and nearby office structure.

- Providing an option to extend South Lawrence Avenue to Walnut Avenue.

The revised Framework Plan, upon which this Specific Plan is based on, is described in Section 2.3, Overall Vision. Details related to the plan are provided in Chapter 3, Development Plan.

2.3 OVERALL VISION

2.3.1 Overview

The FTC Specific Plan Area is envisioned as an urban and sustainable transit-oriented neighborhood. The FTC neighborhood will provide opportunities to live, work, learn, play, dine, and shop. Most importantly, it will provide opportunities to commute to a variety of major employment and leisure destinations throughout Southern California by transit, thereby reducing dependency on the automobile, per capita greenhouse gas emissions, and traffic congestion on regional freeways and other major thoroughfares.

The FTC Specific Plan Area is designed as a sustainable neighborhood that achieves certification under the USGBC's Leadership in Energy and Environmental Design (LEED) Rating System for Neighborhood Development. In addition, all projects within the FTC Specific Plan will have a net zero impact on the City's existing water supply sources. This will be achieved through funding water conservation projects in other locations of the City or region, and/or obtaining a completely new water supply source, such as water from a desalination facility, for projects in the FTC Specific Plan Area

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(see section 3.6.2 for additional details). This Specific Plan will contribute to an improved quality of life within Fullerton and the greater Southern California region.

2.3.2 New Buildings

The FTC neighborhood will be redeveloped with mixed-use and residential buildings that have a strong relationship to public streets and sidewalks. Heights of new buildings will primarily range from three to six stories. Storefronts, stoops, live-work units, and attractive residential frontages are planned for ground floors of the buildings to encourage pedestrian activity and social interaction.

Buildings will be designed with contemporary architectural styles to honor and expand the tradition of diverse, high-quality architecture found throughout Fullerton. Buildings and landscapes will be designed with sustainable features to minimize the use of water, energy, and natural resources, and to improve indoor air quality. All buildings will be designed to achieve the equivalency of a certified project under the most current version of the USGBC's LEED New Construction Rating System.



2.3.3 Enhanced Streets, Alleys, and Paseos

Streets will be improved with enhanced sidewalks, street trees, pedestrian-scaled streetlights, benches, trash and recycle receptacles, and other streetscape amenities to encourage walking and public life. The existing system of alleys and paseos will also be enhanced and expanded as secondary pedestrian corridors that can accommodate bicycles.

The alley to the west of Pomona Avenue will be enhanced, and is proposed to be named Fender Alley to celebrate the creation and growth of the Fender Music Instrument Company in Fullerton (refer to Section 2.1.4, Birthplace of the Solid-Body Electric Guitar). Fender Alley will be designed with decorative pavement and lined with outdoor dining areas, performance venues, and retail shops, creating a unique urban experience for residents and guests. Unique lighting will be provided along Fender Alley to enhance the evening experience.



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2.3.5 Transit Plaza

The Specific Plan Area will include a new Transit Plaza located at the southwest intersection of Santa Fe Avenue and Pomona Avenue. The Plaza's location and design is inspired by the linear parks that were once located near the Fullerton Train Depot in the late 1800s (refer to Section 2.1.2, Original Townsite Map). These linear parks were intended to provide a grand civic entrance into the community. The Transit Plaza will revisit a piece of Fullerton's history and provide a civic space that not only welcomes people into the City, but also provides opportunities for community events and informal gatherings. The Plaza will be designed with a combination of decorative pavement and landscaped surfaces, and will be enhanced with shade trees, flexible space for vendors and events, and other amenities.



Conceptual view of Transit Plaza from Fullerton Train Depot



Conceptual view of Santa Fe Avenue and Transit Plaza

Figure 2-1: Conceptual View of the Transit Plaza



Source: Johnson Fain

This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in Chapter 4, Regulating Code.

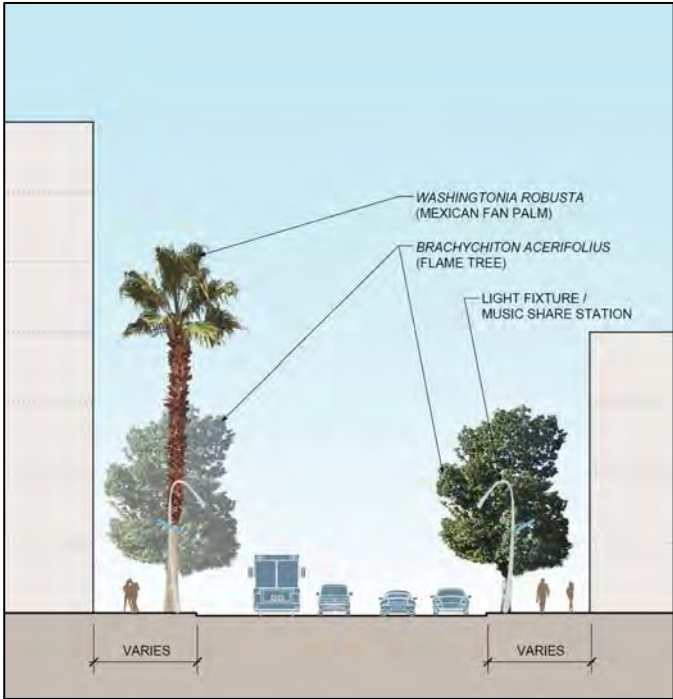
2.3.6 Neighborhood Parks

In addition to the Transit Plaza, the Specific Plan Area will be enhanced with neighborhood parks. These parks will provide a variety of recreational amenities to the residents within the community. Amenities may include playgrounds, a spray ground, community gardens, mini-recreational fields, grass areas for informal play, and a dog park. Specific park amenities will be determined based on a community needs assessment and public design process. Refer to Section 4.3, Civic Spaces, for the potential locations and standards for these neighborhood parks.



2.3.7 Palm Hedgerow

A palm hedgerow would be provided along Santa Fe Avenue to create a sense of arrival to the FTC Specific Plan Area. The palm hedgerow, which was historically used to mark routes to farmhouses surrounded by orchards, recognizes Fullerton’s agricultural heritage (refer to Section 2.1.3, Agriculture, Oil, and Industry). The palm trees would be visible from the railroad station and surrounding streets, providing landmarks that guide people to the Transit Plaza and North Neighborhood Park.



Palm Hedgerow on Santa Fe Avenue.



Palm Hedgerow on Santa Fe Avenue.

2.3.8 History and Heritage

The historic buildings within the Specific Plan Area will be preserved and maintained as important landmarks that represent Fullerton's history and heritage. In addition, the civic spaces and streets within the Specific Plan Area are envisioned to be improved with interpretive elements that reflect Fullerton's unique history and heritage. Thematic elements could be included to reflect the influences of the agriculture, the railroad, and music on the community. Examples could include music sharing stations designed to reflect the Fender logo (in honor of the birthplace of the first solid-body electric guitar), a performance/seating area designed to reflect a railroad turntable, railroad boxcar pedestrian shelters, interpretive signs from agricultural companies that operated within community, railroad themed playgrounds, interpretive public art, and historic plaques.



Music Sharing Station



Conceptual views of Fender Alley with thematic music elements

2.3.9 Parking

The details of the parking plan are provided in Section 3.4. This section provides a brief summary of the parking plan.

The FTC Specific Plan Area is envisioned to be improved with new parking facilities that meet the parking needs of residents, businesses, and transit passengers (OCTA bus, Amtrak, and Metrolink passengers). Innovative parking techniques would be implemented to create an efficient and user-friendly parking system that is appropriate for a mixed-use and transit-oriented neighborhood. These techniques include:

- Replace all public parking that is currently in the Specific Plan Area at a one-to-one ratio.
- Construct the OCTA Bus Depot and the FTC Parking Structure (a centralized public parking structure).
- Implement a shared parking system and paid parking program to maximize the efficiency of parking, reduce the parking requirements for new commercial uses, and reduce the overall cost of development.
- Implement a parking management plan (PMP) to ensure the efficient use of available parking spaces.
- Provide parking for office uses within privately owned and maintained parking facilities that are shared with other uses during evenings and weekends.
- Provide parking for residential and live-work units within on-site parking facilities that are privately owned and maintained.
- Allow for reduced residential and live-work parking requirements for projects that provide affordable housing.
- Allow residential and live-work parking to be unbundled from purchase and lease contracts.

- Allow automated parking to reduce the space required for parking.
- Allow car-share programs and Neighborhood Electric Vehicles.
- Monitor long-term parking demands of commuters and provide additional long-term parking if warranted.

2.3.10 Bicycle Parking and Bike-N-Ride

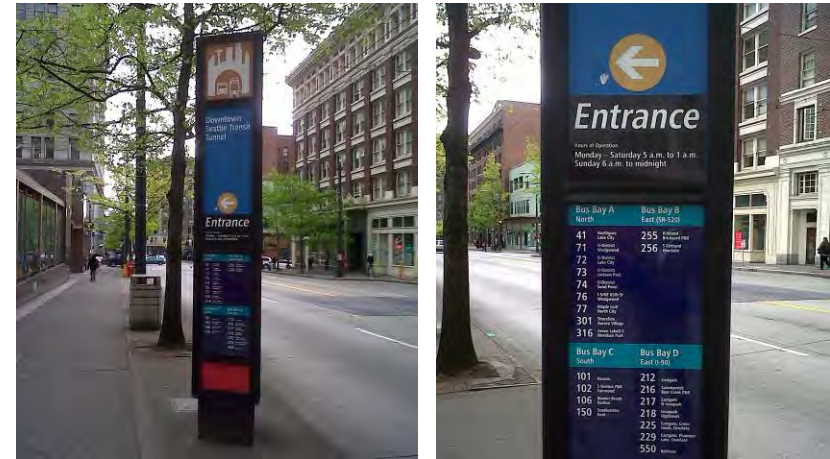
Bicycle parking includes bike racks, bike lockers, and storage areas within developments. New development projects and civic spaces are envisioned to include a variety of these facilities to encourage bicycle ridership. These facilities would be well-integrated into new developments and not be treated as an afterthought. Providing creative designs, protective features (such as shade structures over bike racks), and other similar features would further highlight the importance of bicyclists within the FTC.

The FTC Specific Plan would include a Bike-N-Ride facility near the Fullerton Train Depot. This facility would provide secure bicycle parking and related services to make the cycling commute more convenient. Related services that could be provided include repair services, monthly membership fees, 24-hour remote key access to stored bikes, commute information, restrooms, changing/shower facilities, and bicycle and equipment sales and/or rentals.

2.3.11 Bus Depot

A new OCTA bus depot will be located on the ground floor of the new FTC Parking Structure. The bus depot will provide direct access from buses to the train platform on the north side of the tracks, making connections between buses and trains more convenient. The bus depot will include angled bus bays and layover-parking for approximately 8 to 10 buses.

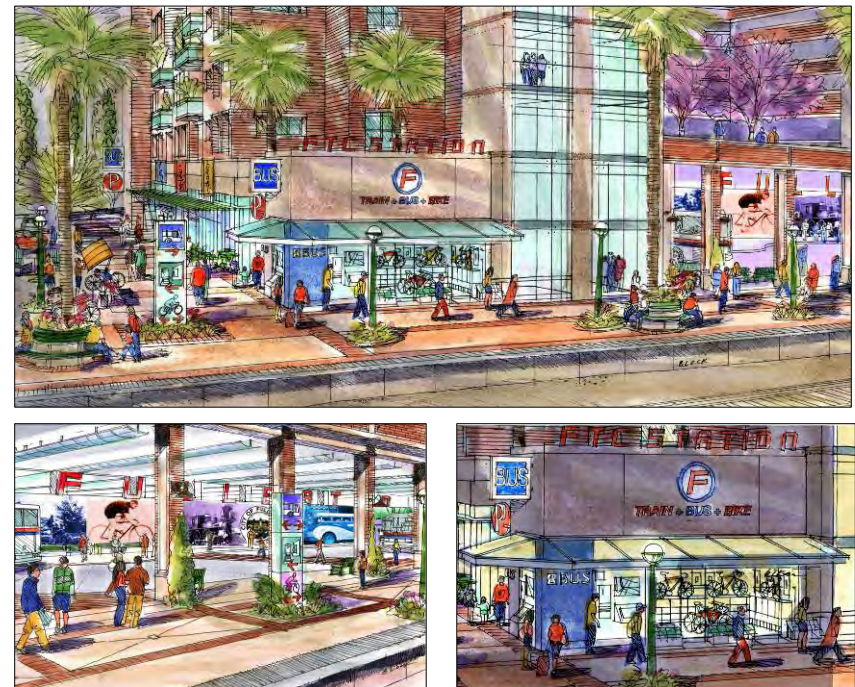
The OCTA Bus Depot will be designed as a well-ventilated, light, and airy space that provides a comfortable, convenient, and safe setting for bus patrons. It will include design measures that minimize impacts to adjacent residential units, such as noise and exhaust. A lighting and wayfinding signage program will be provided to insure that pedestrians are provided clear routes of travel between the Train Depot, the Transit Plaza, the OCTA Bus Depot, and adjacent streets.



Example of wayfinding signage directing pedestrians from streets to transit facilities



Example of an interior bus station with an attractive interior space that has good lighting and signage



Conceptual views of the OCTA Bus Depot from the railroad corridor

2.3.12 Conceptual Framework Plan

Figures 2-2 and 2-3 show one of many ways that the FTC Specific Plan Area could be realized in accordance with the vision and Framework Plan. These figures provide an illustration of how the FTC could evolve and offer property and business owners, developers, and residents a vision for the future. As described in Chapter 4, the paseo and neighborhood park locations and configurations may vary, and a variety of different building forms could be developed. Therefore, these figures should not be viewed as literal or rigid plans or a form of regulation due to the many unforeseen conditions, opportunities, and constraints that may arise in the future.

2.4 SPECIFIC PLAN GOALS AND OBJECTIVES

The goals and objectives that were developed during the public planning process for the framework plan (see Section 2.2, The Planning Process) were expanded and refined to create the goals and objectives for this Specific Plan. The goals and objectives provided below are organized around the four “pillars” of sustainability (built environment, economy, natural environment, and community), which together form Fullerton’s city-wide framework for creating a sustainable community (see Section 1.1.2).

Goal 1: Create buildings, public spaces, streets, and infrastructure that contribute to a sustainable built environment.

Objective 1A: Design projects that promote sustainable and green building and landscaping practices to achieve certification under the LEED Neighborhood Development Rating System.

Objective 1B: Design all new buildings to achieve the equivalency of certification under the most current version of the LEED for New Construction Rating System.

Objective 1C: Maintain the character and important features of designated Historic Buildings.

Objective 1D: Create buildings with an active and positive ground-floor presence along streets and civic spaces.

Objective 1E: Design contemporary and highly-articulated buildings that create a positive image for the Downtown.

Objective 1F: Improve and expand the existing circulation network to create a pedestrian-friendly environment that supports walking, bicycling, and transit ridership.

Figure 2-2: Conceptual Framework Plan (Plan View)



Source: Johnson Fain

This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in Chapter 4, Regulating Code.

Figure 2-3: Conceptual Framework Plan (Aerial View)



Source: Johnson Fain

This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in Chapter 4, Regulating Code.

Goal 2: Create a mixed-use neighborhood that contributes toward a sustainable Downtown economy.

Objective 2A: Increase the customer base for downtown businesses by increasing the resident and office population near the Train Depot.

Objective 2B: Improve the economic diversity of Downtown Fullerton by creating attractive commercial space near the Fullerton Train Depot.

Objective 2C: Enhance the long-term vitality, functionality, and desirability of Downtown properties by redeveloping underutilized properties near the Fullerton Train Depot.

Objective 2D: Create development regulations that allow a variety and mix of uses based on changing market conditions.

Objective 2E: Create development regulations that allow a mix of neighborhood-serving, transit-serving, and family-oriented retail uses, including a mix of national, regional, and independent retailers.

Goal 3: Create a mixed-use and transit-oriented neighborhood that contributes to a sustainable natural environment.

Objective 3A: Decrease dependency on the automobile by providing new housing, employment, shopping, dining, and recreational opportunities at the Fullerton Transportation Center.

Objective 3B: Encourage the reduction of per capita vehicle miles traveled and per capita greenhouse gas emissions (when compared to non-transit-oriented development) by increasing opportunities for walking, bicycling, and transit ridership.

Objective 3C: Improve access between bus and rail transit by creating an enhanced bus depot near the Fullerton Train Depot.

Objective 3D: Include pedestrian and bike connections as key elements in the project.

Objective 3E: Utilize low impact development techniques to improve the quality of stormwater runoff and to minimize impacts on downstream drainage systems.

Objective 3F: Ensure that all new development has a net zero impact (refer to Section 3.6.2) on the City's existing water supply sources.

Goal 4: Develop and promote a framework for a sustainable community lifestyle.

Objective 4A: As part of the mixed-use environment, incorporate cultural and civic spaces, such as a Transit Plaza, neighborhood parks, paseos, and courtyards.

Objective 4B: Develop outdoor spaces and amenities that accommodate the needs of various demographics, including commuters, residents, visitors, shoppers, and families with children.

Objective 4C: Diversify the City's housing options by providing a range of housing types that are affordable to a variety of income levels and contribute to the city's Regional Housing Needs Assessment (RHNA) obligation.

Objective 4D: Increase opportunities to meet the City of Fullerton's regional affordable housing allocations by increasing densities near the Downtown and the Fullerton Transportation Center.

Objective 4E: Provide outdoor areas for residents, visitors, and commuters that promote interaction and serve as community gathering spaces.

Objective 4F: Reflect the significance of the railroad, agriculture history, and music within civic spaces and streetscapes.

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CHAPTER 3: DEVELOPMENT PLAN

3.1 INTRODUCTION

This chapter includes the land use, circulation, parking, open space, infrastructure, and community services plans for the FTC Specific Plan Area. These plans include a description of existing conditions and proposed improvements required to accommodate buildout of this Specific Plan.

3.2 LAND USE PLAN

3.2.1 Existing Conditions

The FTC Specific Plan Area consists of approximately 39 acres located within Downtown Fullerton. Surrounding land uses include residential and commercial to the north; industrial, commercial, and residential to the south and east; and industrial and commercial to the west.

Land within the FTC Specific Plan Area is owned by a combination of private property owners, the City of Fullerton, the Fullerton Redevelopment Agency, the United States Postal Service, and the BN&SF Railroad (refer to Figure 3-1, Parcel Ownership).

Existing land uses include residential, industrial, retail, restaurants, public services, religious assembly, offices, and public parking (refer to Figure 3-2, Existing Land Uses). Most properties are developed with one and two story buildings.

The age of buildings in the Specific Plan Area ranges from more than 91 years in age to less than 15 years. While all the parcels within the Specific Plan Area are developed, many are underutilized, as the Fullerton General Plan and Zoning Ordinance currently allow a potential FAR of up to 4.0 for Downtown commercial properties within a quarter mile of the Fullerton Train Depot.



Views of existing properties in the FTC Specific Plan Area

Figure 3-1: Parcel Ownership

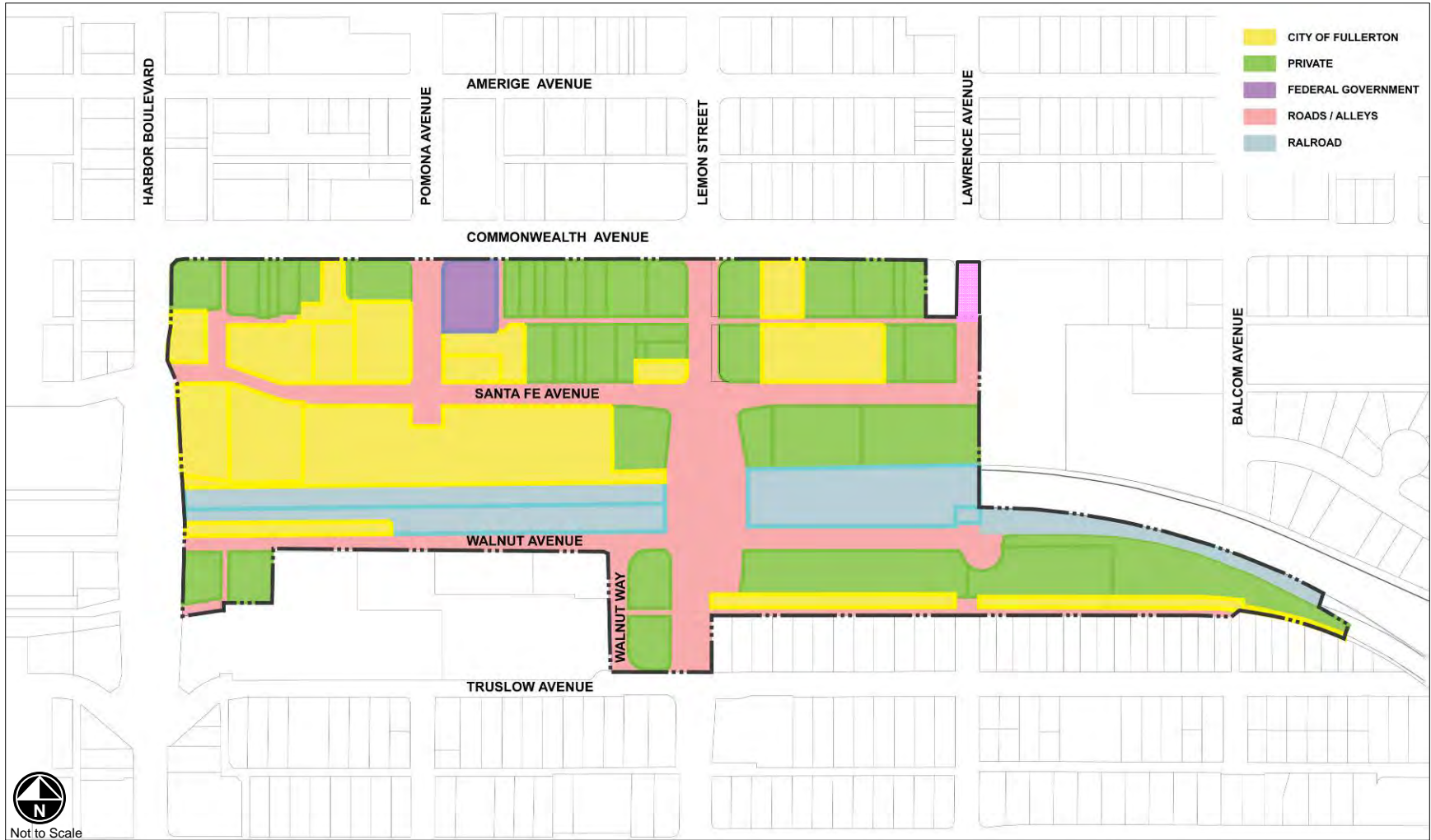
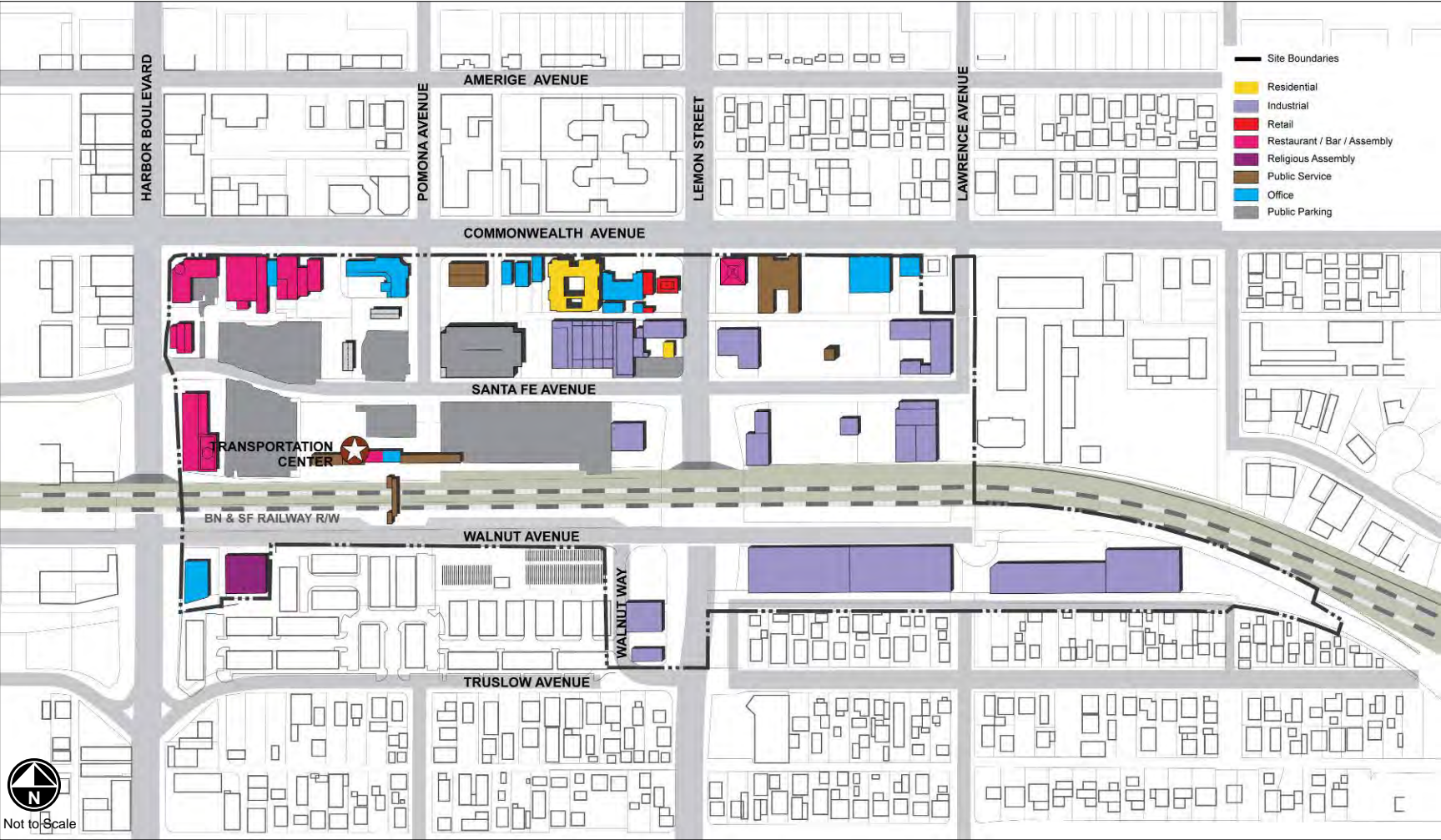


Figure 3-2: Existing Land Uses



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Seven buildings within the Specific Plan Area are identified as contributing historic buildings in the City of Fullerton's historic building survey:

- Williams Family Trust Building/Odd Fellows Lodge
- Stubrik's Steakhouse Restaurant Building
- Pacific Electric Depot/Spadra Ristorante
- Union Pacific Depot/Old Spaghetti Factory
- United State Post Office
- Santa Fe Depot¹
- Crystal Icehouse Building

In addition to the above buildings, the Lakeman Building has been identified as potentially historic and therefore is called out for preservation by this Specific Plan. However, alterations and modifications to this building (including demolition) could be considered in the future if an historical analysis is prepared and the building's status is verified as non-contributing.

Figure 3-3, Historic Buildings, identifies the locations of the historic and potentially historic buildings within the FTC Specific Plan Area.

¹ The Loading Dock of the Santa Fe Depot is included in the National Register Listing for the Santa Fe Depot. However, the current loading dock is not original and was constructed in the 1960s. The dock may not be historically significant and could possibly be modified and/or removed from the National Register listing following a more specific analysis. If removed from the listing in the future, the loading dock could be altered or demolished. Based on previous CEQA documents approved by the City of Fullerton and the National Park Service, the roof canopy on the loading dock is not historic.



Williams Family Trust Building/Odd Fellows



Stubrik's Steakhouse Restaurant Building



Pacific Electric Depot/Spadra Ristorante



United State Post Office



Union Pacific Depot/Old Spaghetti Factory



Santa Fe Depot

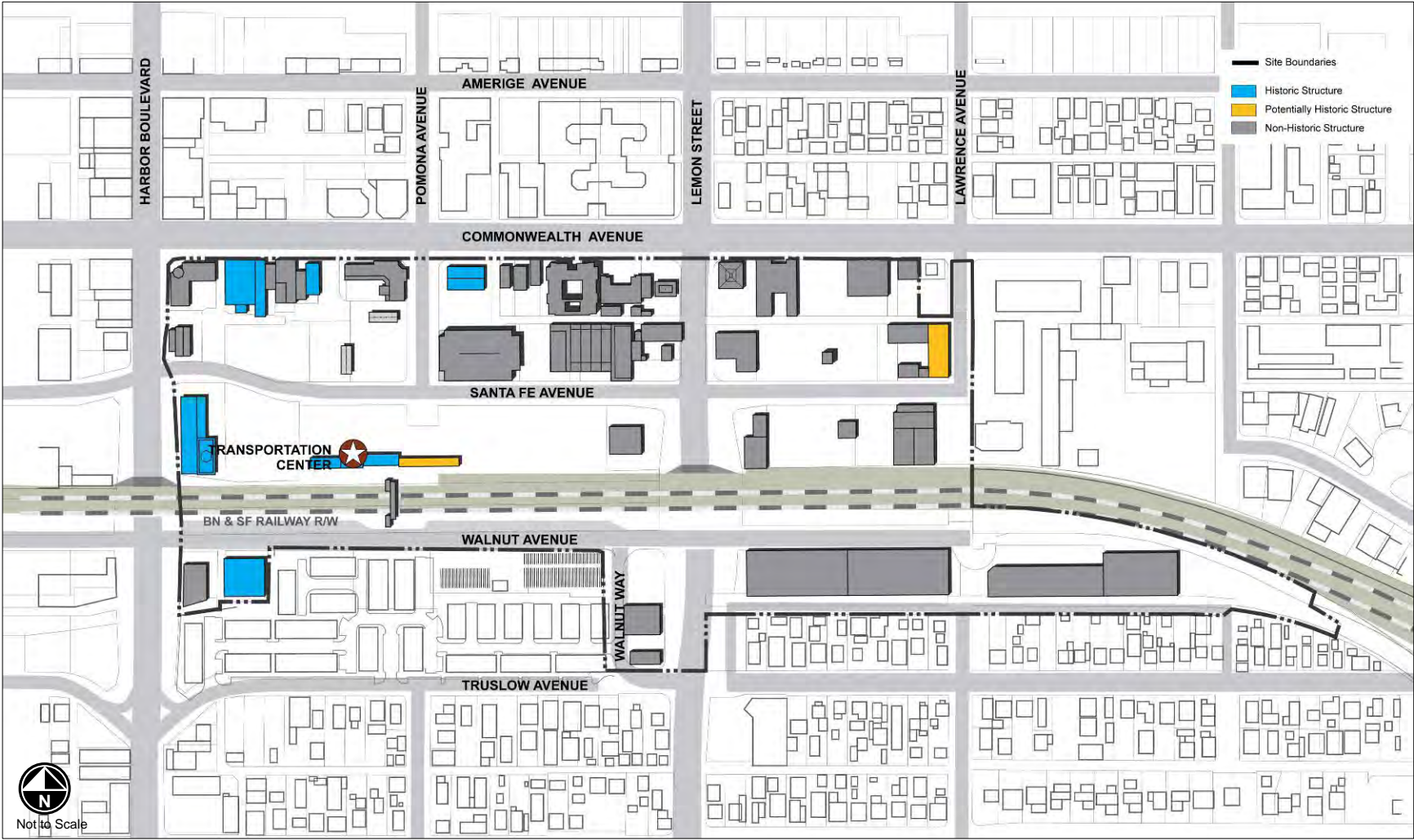


Crystal Icehouse Building



Lakeman Building

Figure 3-3: Historic Buildings



3.2.2 Proposed Land Use Program

The majority of the properties within the FTC Specific Plan Area are planned to be redeveloped with mixed-use and residential development projects (refer to Figure 3-4, Land Use Plan). Mixed-use developments are generally required on all properties north of the railroad corridor and west of Pomona Avenue. Mixed-use developments are also required along the east side of Pomona Avenue. Mixed-use developments would have commercial space on the ground floor and either residential units, retail/dining space, office space, or a hotel on upper floors.

Mixed-use and multi-family residential developments are generally allowed on all properties north of the railroad tracks and east of Pomona Avenue. Based on property owner and developer interests, most of this area is anticipated to be redeveloped with multi-family residential developments. However, some retail and office space has been anticipated and programmed for the purposes of infrastructure and EIR analysis.

Multi-family residential developments are allowed on all properties south of the railroad tracks. These residential developments may include live-work units by right, or ground-floor office space with the approval of a conditional use permit.

The identified historic buildings and potentially historic structures are planned for long-term preservation by the applicable property owners. If modifications, additions, alterations, and/or demolition to these structures are proposed, additional environmental analysis under the California Environmental Quality Act (CEQA) may be required. Additional standards for the preservation of these buildings are

included in Section 4.4.6, Preserved Buildings (Historic and Potentially Historic Structures).

3.2.3 Phasing of Development

Phase I

The implementation of this Specific Plan is anticipated to occur over two phases. Phase I is anticipated to occur over a five year period following adoption of this Specific Plan, which is expected to occur in 2010. This phase would involve the following:

- Demolition of existing (non-historic) structures.
- Construction of the FTC Parking Structure, a new parking structure (with a new OCTA Bus Depot and public and private parking) that is located north of the railroad corridor between Pomona Avenue and Lemon Street.
- Construction of the Transit Plaza.
- Construction of the Rail Promenade to the west of Lemon Street.
- Streetscape improvements to Santa Fe Avenue between Harbor Boulevard and Lemon Street.
- Streetscape improvements to Pomona Avenue.
- Improvements to existing and proposed alleys and paseos between Harbor Boulevard and Lemon Street.
- Construction of new mixed-use developments on the parcels fronting Santa Fe Avenue between Harbor Boulevard and Lemon Street.

Figure 3-4: Land Use Plan

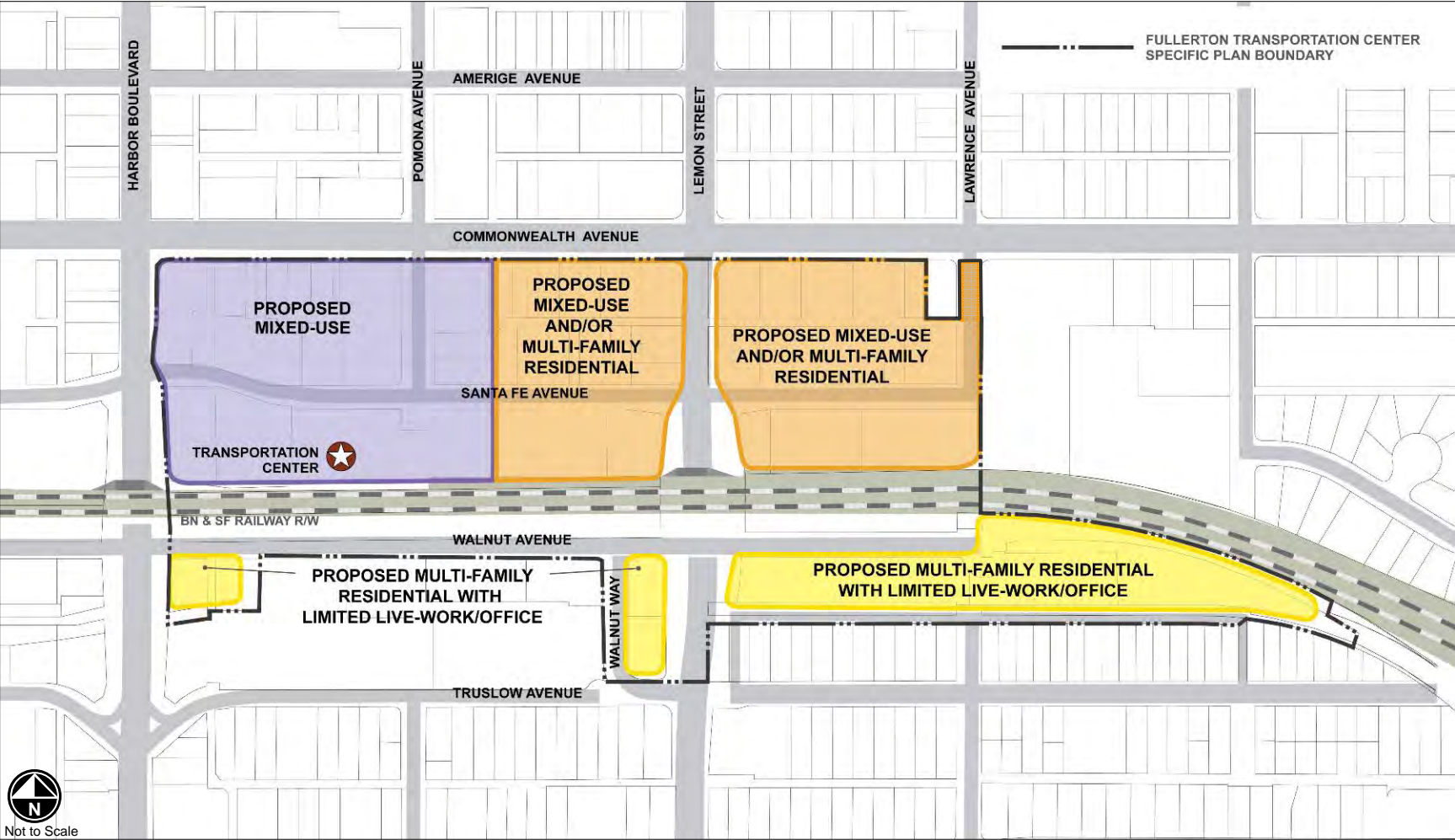


Figure 3-5 (A to C), Phase I Concept Plan, shows a general concept plan for Phase I. This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to revisions that are consistent with the applicable developments standards in Chapter 4, Regulating Code.

The order of improvements for Phase I may vary. However, the FTC Parking Structure, which includes the new OCTA Bus Depot on the ground floor, would be constructed first to allow for the future development on the existing public parking lots, the OCTA Bus Transfer Terminal site, and the existing Transportation Parking Structure site.

The construction of the new FTC Parking Structure would occur on an existing public parking lot that provides 164 long-term parking spaces to Metrolink and Amtrak riders. The construction of the FTC Parking Structure is not expected to result in parking impacts, as a new parking structure with approximately 820 spaces (the SOCO West Parking Structure) has been approved by the City and will be constructed in the near-term future to accommodate Amtrak and Metrolink riders. The SOCO West Parking Structure, which is located immediately west of the Specific Plan Area along the south side of Santa Fe Avenue, is a separate project and is not part of this Specific Plan.

Phase II

The second phase of development would redevelop most of the remaining properties within the FTC Specific Plan Area on a project-by-project basis over an estimated time period of 5 years (2015 to 2020). While expected to occur after Phase I, portions of Phase II could be initiated prior to completion of Phase I.

Phase II would include:

- Construction of the North Neighborhood Park
- Construction of the South Neighborhood Park(s)
- Streetscape improvements to Santa Fe Avenue between Lemon Street and Lawrence Street.
- Streetscape improvements to Lawrence Avenue.
- Streetscape improvements to Walnut Avenue.
- Improvements to existing and proposed alleys and paseos between Lemon Street and Lawrence Avenue.
- Relocation of the Fullerton Fire Department Headquarters
- Development of private and public property.
- Construction of the Rail Promenade (over and east of Lemon Street)

Buildings and Uses that are Expected to Remain

A number of existing buildings and uses are expected to remain within the FTC Specific Plan Area. These include the identified historic and potentially historic structures, a cluster of commercial buildings on Commonwealth Avenue between Harbor Boulevard and Pomona Avenue, and the existing residential (single-room occupancy) apartment building on Commonwealth Avenue. These buildings would continue to provide space for the following uses:

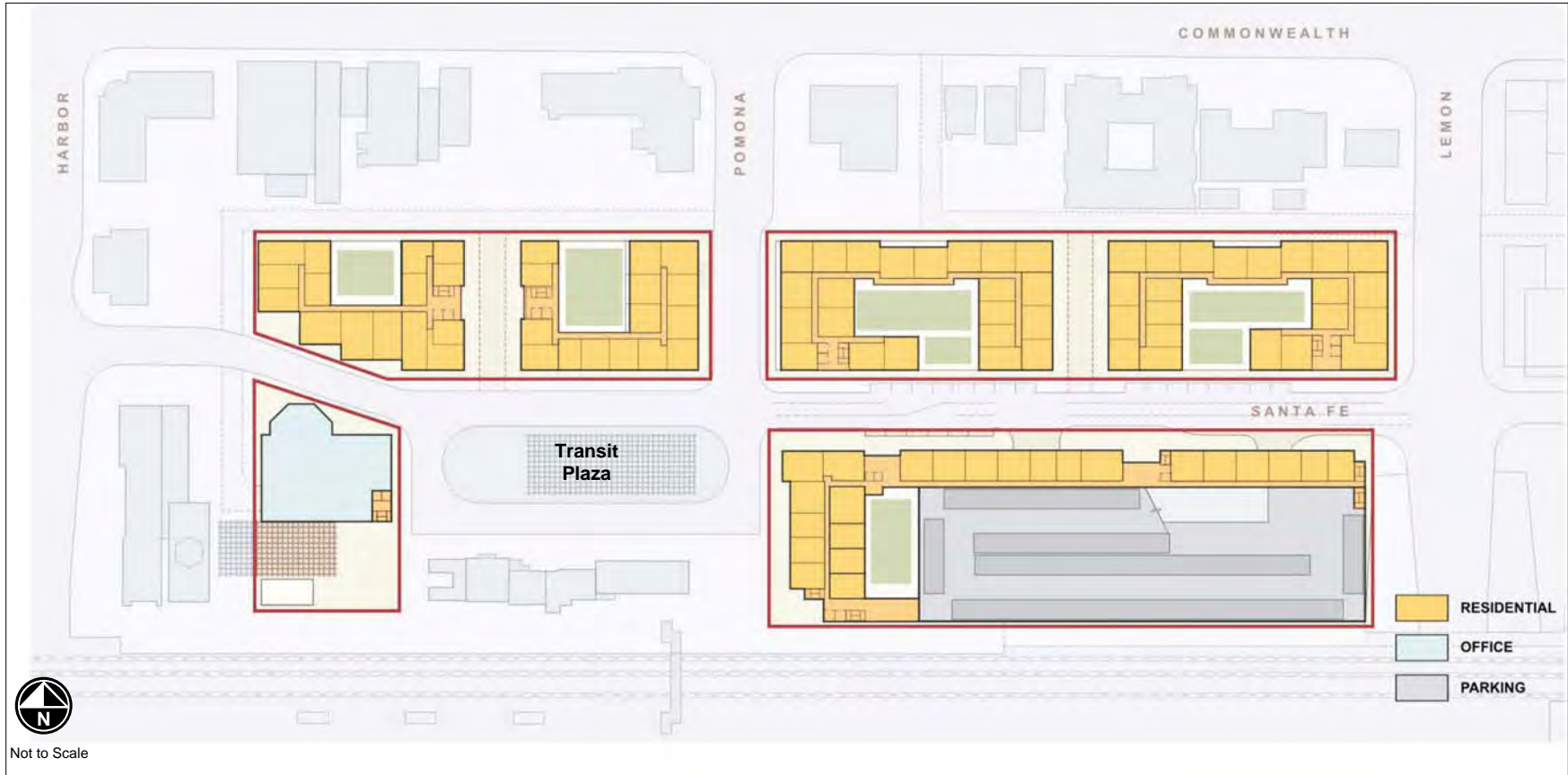
- ±38,440 square feet of general retail/restaurant space
- ±8,134 square feet of office space
- ±137 single-room occupancy (SRO) units
- ±40,220 square feet of public/private gathering activity uses (includes the Imperial Ballroom on the second floor of the Williams Company Building, the Fullerton Train Depot, and the Post Office)

Figure 3-5A: Phase I Concept Plan (Ground Floor)



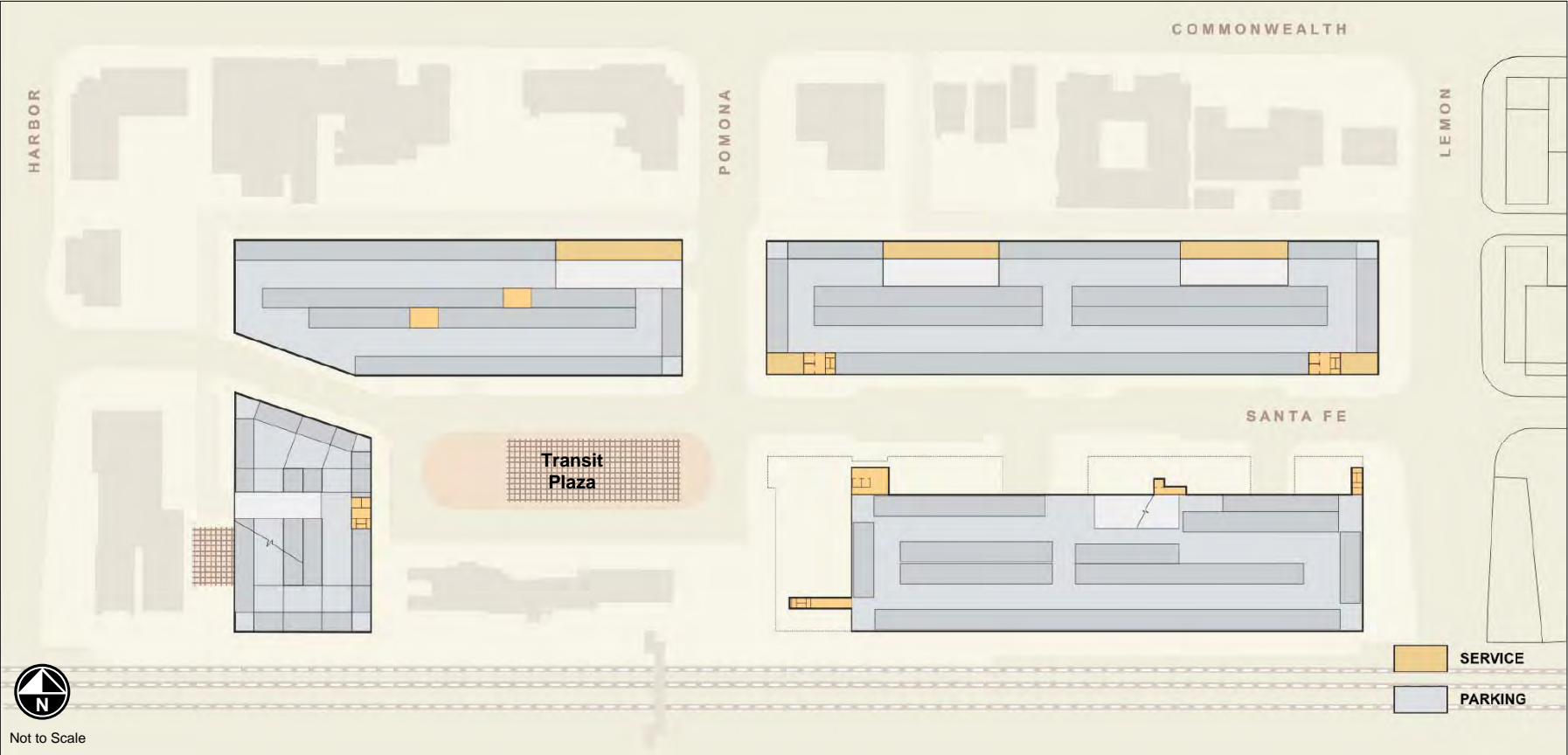
This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in Chapter 4, Regulating Code.

Figure 3-5B: Phase I Concept Plan (Upper Floors)



This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in Chapter 4, Regulating Code.

Figure 3-5C: Phase I Concept Plan (Underground Floors)



This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in Chapter 4, Regulating Code.

Figure 3-6, Phase I and II Concept Plan, shows a general concept plan for buildout of Phases I and II. This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to revisions and changes consistent with the applicable development standards in Chapter 4, Regulating Code.

3.2.4 Buildout Potential

The FTC Specific Plan gives property owners flexibility to develop properties with a mix of retail, office, residential, and live-work uses based on future market demand. Because of the inherent flexibility, it is difficult to predict the specific buildout of the Specific Plan Area with absolute certainty. Based on anticipated market demand, two potential buildout scenarios were developed to analyze infrastructure requirements and potential environmental impacts of fully implementing the Specific Plan:

- High Office/Low Residential Scenario
- High Residential/Low Office Scenario

These two scenarios bracket the range of mixed-use developments allowed in the Specific Plan Area. It is important to note that market demand for uses may change, resulting in a different mix of uses (such as more office space and less residential units). If the market demand results in development proposals with more retail or office space or additional residential units than what is assumed under one of the scenarios, a Specific Plan Amendment and additional environmental analysis under the California Environmental Quality Act may be required prior to the approval of those developments.

High Office/Low Residential Scenario

As indicated in Table 3-1, the High Office/Low Residential Scenario allows for the addition of up to:

- 100,000 square feet of general retail/restaurant space
- 100,000 square feet of office space
- 120-room hotel
- 1,513 residential units (inclusive of affordable housing units and additional units that may be constructed per California Density Bonus Law).

When the above numbers are added to the existing uses that are expected to remain, the anticipated buildout of the Specific Plan Area under this scenario would yield up to:

- 138,440 square feet of general retail/restaurant space
- 108,134 square feet of office space
- 120-room hotel
- 1,650 residential units (inclusive of affordable housing units and additional units that may be constructed per California Density Bonus Law).
- ±40,220 square feet of public/private gathering activity uses (includes the Imperial Ballroom on the second floor of the Williams Company Building, the Fullerton Train Depot, and the Post Office)

Figure 3-6: Phase I and II Concept Plan



This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in Chapter 4, Regulating Code.

Table 3-1: High Office/Low Residential Scenario					
Land Use	General Retail/ Restaurant (sq. ft.)	Office (sq. ft.)	Hotel (rooms)	Residential/Live- Work (units)¹	Public/Private Gathering (sq. ft.)
Phase I Development					
West Parcels ²	35,000	49,000		87	
Central Parcels ³	30,000	26,000		366	
East Parcels ⁴					
Southeast Parcels ⁵					
Southwest Parcels ⁶					
<i>Subtotal</i>	<i>65,000</i>	<i>75,000</i>	<i>0</i>	<i>453</i>	<i>0</i>
Phase II Development					
West Parcels ²	17,000	25,000	120	25	
Central Parcels ³	7,000			110	
East Parcels ⁴	11,000			495	
Southeast Parcels ⁵				350	
Southwest Parcels ⁶				80	
<i>Subtotal</i>	<i>35,000</i>	<i>25,000</i>	<i>120</i>	<i>1,060</i>	<i>0</i>
Total Additional Development (Phase I and Phase II)	100,000	100,000	120	1,513	0
Existing Uses to Remain					
West Parcels ²	38,440	1,500			24,700
Central Parcels ³				137	6,000
East Parcels ⁴					
Southeast Parcels ⁵					
Southwest Parcels ⁶		6,634			9,520
<i>Subtotal</i>	<i>38,440</i>	<i>8,134</i>	<i>0</i>	<i>137</i>	<i>40,220</i>
TOTAL BUILDOUT (Existing Uses to Remain plus Total Additional Development)	138,440	108,134	120	1,650	40,220
Notes:	1. Includes affordable housing units and additional units that may be constructed per California Density Bonus Law. 2. West Parcels: Parcels north of the railroad corridor between Harbor Boulevard and Pomona Avenue 3. Central Parcels: Parcels north of the railroad corridor between Pomona Avenue and Lemon Street 4. East Parcels: Parcels north of the railroad corridor between Lemon Street and Lawrence Avenue 5. Southeast Parcels: Parcels south of the railroad corridor east of Lemon Street 6. Southwest Parcels: Parcels south of the railroad corridor west of Lemon Street				

High Residential/Low Office Scenario

As indicated in Table 3-2, the High Residential/Low Office Scenario allows for the addition of up to:

- 100,000 square feet of general retail/restaurant space
- 49,000 square feet of office space
- 120-room hotel
- 1,560 residential units (inclusive of affordable housing units and additional units that may be constructed per California Density Bonus Law).

When the above numbers are added to the existing uses that are expected to remain, the anticipated buildout of the Specific Plan Area under this scenario would yield up to:

- 138,440 square feet of general retail/restaurant space
- 57,134 square feet of office space
- 120-room hotel
- 1,697 residential units (inclusive of affordable housing units and additional units that may be constructed per California Density Bonus Law).
- 40,220 square feet of public/private gathering activity uses (includes the Imperial Ballroom on the second floor of the Williams Company Building)

Table 3-2: High Residential/Low Office Scenario					
Land Use	General Retail/ Restaurant (sq. ft.)	Office (sq. ft.)	Hotel (rooms)	Residential/Live- Work (units)¹	Public/Private Gathering (sq. ft.)
Phase I Development					
West Parcels ²	35,000	24,000		110	
Central Parcels ³	30,000			390	
East Parcels ⁴					
Southeast Parcels ⁵					
Southwest Parcels ⁶					
<i>Subtotal</i>	<i>65,000</i>	<i>24,000</i>	<i>0</i>	<i>500</i>	<i>0</i>
Phase II Development					
West Parcels ²	17,000	25,000	120	25	
Central Parcels ³	7,000			110	
East Parcels ⁴	11,000			495	
Southeast Parcels ⁵				350	
Southwest Parcels ⁶				80	
<i>Subtotal</i>	<i>35,000</i>	<i>25,000</i>	<i>120</i>	<i>1060</i>	<i>0</i>
Total Additional Development (Phase I and Phase II)	100,000	49,000	120	1,560	0
Existing Uses to Remain					
West Parcels ²	38,440	1,500			24,700
Central Parcels ³				137	6,000
East Parcels ⁴					
Southeast Parcels ⁵					
Southwest Parcels ⁶		6,634			9,520
<i>Subtotal</i>	<i>38,440</i>	<i>8,134</i>	<i>0</i>	<i>137</i>	<i>40,220</i>
TOTAL BUILDOUT (Existing Uses to Remain plus Total Additional Development)	138,440	57,134	120	1,697	40,220
Notes:	1. Includes affordable housing units and additional units that may be constructed per California Density Bonus Law. 2. West Parcels: Parcels north of the railroad corridor between Harbor Boulevard and Pomona Avenue 3. Central Parcels: Parcels north of the railroad corridor between Pomona Avenue and Lemon Street 4. East Parcels: Parcels north of the railroad corridor between Lemon Street and Lawrence Avenue 5. Southeast Parcels: Parcels south of the railroad corridor east of Lemon Street 6. Southwest Parcels: Parcels south of the railroad corridor west of Lemon Street				

3.3 CIRCULATION PLAN

This section identifies the existing circulation to, from, and around the FTC Specific Plan Area. It also identifies circulation improvements associated with the proposed buildout of the FTC Specific Plan Area. Proposed improvements include street widening, intersection improvements, the construction of a new OCTA Bus Depot, and upgrades to pedestrian and bicycle connections within the Specific Plan Area.

3.3.1 Existing Conditions

Rail and Bus Access

The Fullerton Train Depot is located south of Santa Fe Avenue in the Specific Plan Area. The Train Depot serves as a local stop along Metrolink’s Orange County Line and serves as a regional stop for Amtrak’s Pacific Surfliner and Southwest Chief routes. The proximity to these rail services is vital to the transit-oriented development (TOD) nature of the Specific Plan.

The OCTA Bus Depot is another feature that contributes to the effective TOD nature of this Specific Plan. The existing Bus Depot is currently located on the northwest corner of Santa Fe Avenue and Pomona Avenue (see Figure 3-7, Existing Bus Routes). OCTA is responsible for five bus routes (Routes 26, 43, 47, 143, and 213) that stop at the Bus Depot multiple times each day. The Train Depot and the Bus Depot allow Metrolink and Amtrak trains and OCTA buses to serve as commuter routes, bringing mass transit ridership to and from the City of Fullerton.

Vehicular Access

Primary vehicular access to the FTC Specific Plan Area is served by Commonwealth Avenue, Harbor Boulevard, and Lemon Street. Commonwealth Avenue runs east-west and serves as the northern Specific Plan Area boundary. Harbor Boulevard runs north-south and serves as the western Specific Plan Area boundary. Lemon Street runs north-south and divides the Specific Plan Area. Both Harbor Boulevard and Lemon Street are grade separated from the railroad corridor and go under railway bridges.

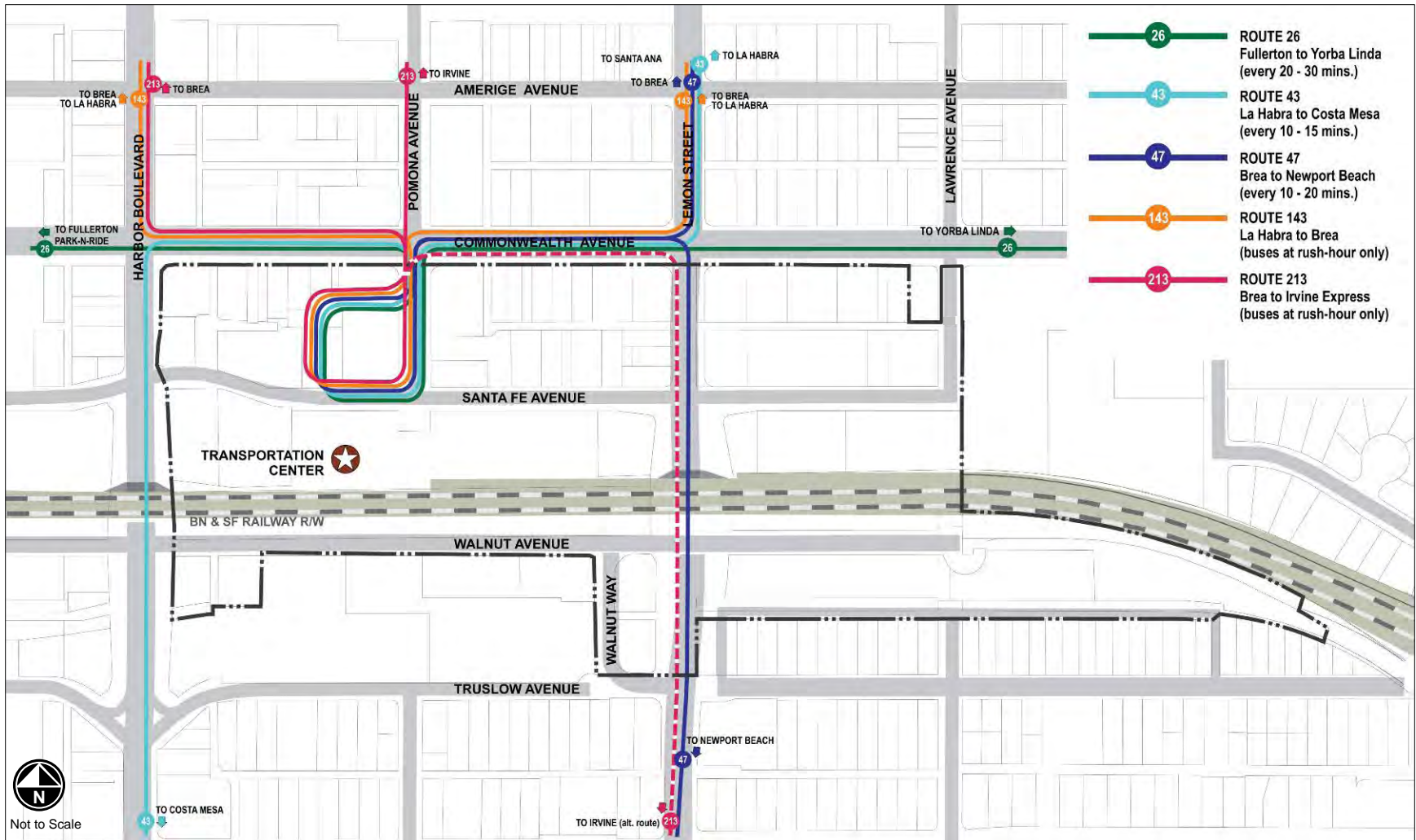
Secondary vehicular access includes Pomona Avenue, Lawrence Avenue, Santa Fe Avenue, Walnut Avenue, Walnut Way, and existing alleys. Pomona Avenue and Lawrence Avenue run north-south and both terminate in the FTC Specific Plan Area at Santa Fe Avenue. Santa Fe Avenue and Walnut Avenue run east-west. Walnut Avenue has two bridges that cross over Harbor Boulevard and Lemon Street. Walnut Way is a short street that connects Lemon Street to Walnut Avenue.

Pedestrian and Bicycle Access

Existing pedestrian access within the Specific Plan Area is provided along existing sidewalks, alleys, and paseos. Existing bicycle access is provided on streets (without bike lanes) and alleys. In addition, two pedestrian and bicycle bridges provide access within the Specific Plan Area:

- An existing north-south bridge across the railroad corridor (located on the south side of the Train Depot)
- An existing east-west bridge across Harbor Boulevard (located south of Walnut Avenue)

Figure 3-7: Existing Bus Routes



In addition to the existing pedestrian and bicycle bridges noted above, a pedestrian and bicycle bridge across Harbor Boulevard is planned as part of the SOCO West Parking Structure Project (a separate project that is not part of this Specific Plan). The SOCO West Parking Structure will be located south of Santa Fe Avenue between Malden Avenue and Harbor Boulevard. The project will provide approximately 820 additional long-term parking spaces to serve the growing number of patrons of Amtrak and Metrolink rail services. To access the Fullerton Train Depot, a pedestrian and bicycle path will be constructed on the north side of the existing railroad bridge. This pedestrian and bicycle improvement will connect the SOCO West Parking Structure to the existing train platform located within the FTC Specific Plan area.

Currently, there are a variety of barriers that discourage walking and biking to and from the Fullerton Train Depot and the properties east of Lemon Street. Pedestrian and bicycle crossings across Lemon Street at Santa Fe Avenue are prohibited for safety reasons. As a result, pedestrians traveling between the Train Depot and properties along Santa Fe Avenue that are east of Lemon Street would be forced to take an indirect route, walking north to Commonwealth Avenue to cross Lemon Street and then walking south back to Santa Fe Avenue. To the south of the railroad corridor, there are no pedestrian sidewalks or paths that provide access across the Walnut Avenue Bridge that crosses Lemon Street. Improvements to the bridge would be required to create a safe and convenient pedestrian route between the Fullerton Train Depot and the properties east of Lemon and south of the railroad corridor.

3.3.2 Proposed Improvements

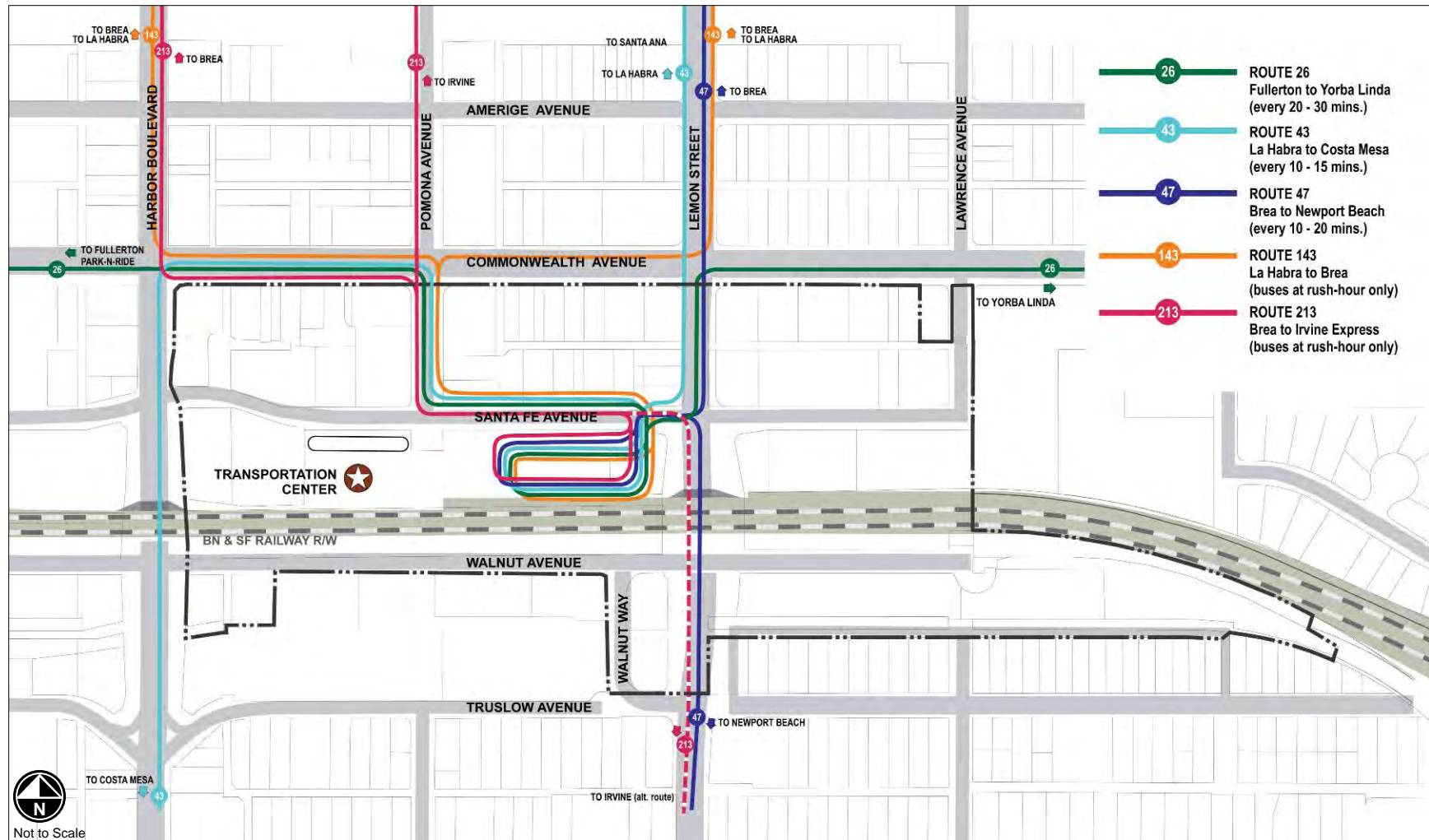
The anticipated buildout of the FTC Specific Plan will require improvements to the existing circulation system to form a cohesive network that provides access and mobility for motorists, transit riders, pedestrians, and bicyclists.

Rail and Bus Access Improvements

Access between the Train Depot and OCTA Buses will be improved by the construction of a new OCTA Bus Depot. The new OCTA Bus Depot will be located on the ground floor of the FTC Parking Structure. The Bus Depot will provide direct access from buses to the train platform on the north side of the railroad tracks, making connections between buses and trains more convenient. The Bus Depot will include angled bus bays and layover-parking for approximately 8 to 10 buses. The new OCTA Bus Depot, as well as a signalized intersection at Santa Fe Avenue and Lemon Street, would result in slight modifications to the bus routes. A concept for the reconfigured bus routes are shown in Figure 3-8, Existing and Planned Bus Routes with Proposed Project. Actual bus routing would be determined by OCTA and may change overtime.

Access to the Train Depot and the new OCTA Bus Depot would also be enhanced with the street, alley, and off-street pedestrian and bicycle improvements described below.

Figure 3-8: Relocated Bus Routes (Existing and Planned)



These bus routes are conceptual and for illustrative purposes.
 OCTA will determine the preferred routes of buses.

Street and Alley Improvements

The existing streets and alleys within the Specific Plan Area (excluding Commonwealth Avenue, Harbor Boulevard, and Lemon Street) would be improved to better accommodate vehicle traffic, pedestrians, and bicyclists. Streets would be improved with widened sidewalks that are enhanced with street trees, pedestrian-scaled streetlights, and streetscape furniture. Santa Fe Avenue would be improved with on-street parking and dedicated turn lanes at intersections to accommodate additional traffic and turning movements. Santa Fe Avenue, Lemon Street, Lawrence Avenue, and Pomona Avenue would also be designated bicycle routes (Class III). Bicycle routes would be marked by “sharrow” pavement markings, which remind motorists to share the road with bicyclists. A new street connection would be constructed south of the railroad corridor and east of Lemon Street. This street improvement would extend Lawrence Avenue north to Walnut Avenue (refer to Figure 3-9, Proposed Streets and Alleys). Walnut Avenue could also be extended to the east to provide better access to the properties east of Lawrence Street. This connection is not required as part of the Specific Plan, but may be necessary based on the final development proposal for the property at the end of Walnut Avenue to create adequate access for emergency vehicles.

Alleys would be enhanced with pervious pavement to serve as secondary pedestrian and bicycle routes. Alleys would also be widened to 30 feet to provide adequate space for delivery vehicles, fire engines, trash collection vehicles, and designated loading zones. The alley system west of Pomona Avenue would be named Fender Alley in honor of the first solid-body electric guitar, which was invented within the Specific Plan Area at the northeast corner of Pomona Avenue and Santa Fe Avenue.

Specific street and alley improvements and cross sections are provided in Section 4.2, Street and Alleys.

Intersection Improvements

The following intersections within the FTC Specific Plan Area would be improved with signals:

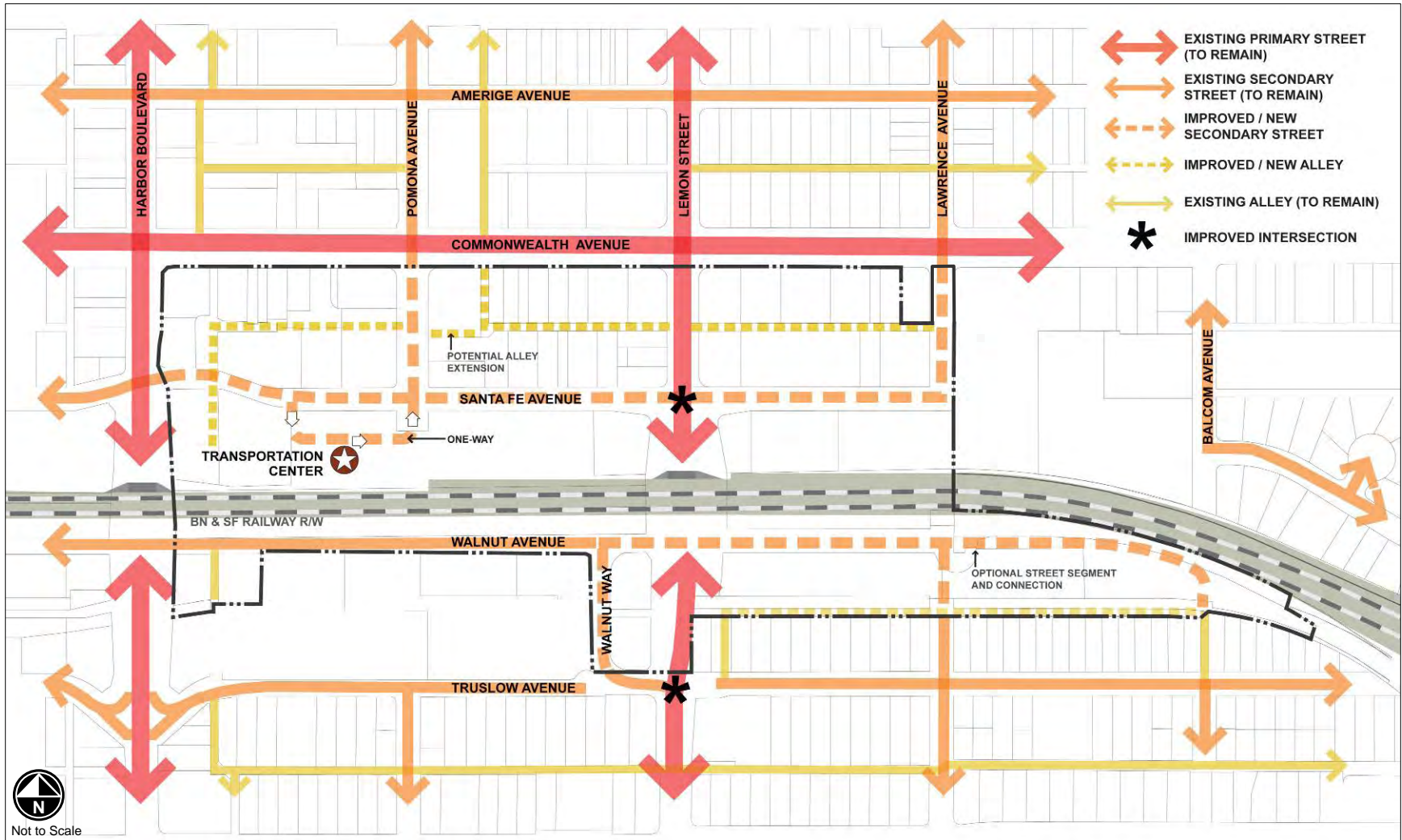
- Lemon Street and Santa Fe Avenue: The traffic signal will allow vehicles, pedestrians, and bicyclists to cross Lemon Street at Santa Fe Avenue, providing a more convenient and safe connection between the uses east of Lemon Street and the Fullerton Train Depot.
- Lemon Street and Walnut Way: The traffic signal would improve level of service operations at the intersection.

The above signals will be coordinated with other signals along Lemon Street to ensure the most efficient flow of traffic along the corridor.

In addition to the above improvements, the intersection of Lemon Street and Orangethorpe Avenue would be improved to enhance circulation and to address LOS impacts associated with development of the proposed project.

While not part of the FTC Specific Plan, it is important to note that the intersection of Harbor Boulevard and Santa Fe Avenue is being signalized as part of the SOCO West Parking Structure project to allow vehicles, pedestrians, and bicyclists to cross Harbor Boulevard at Santa Fe Avenue.

Figure 3-9: Proposed Streets and Alleys



Off-Street Pedestrian and Bicycle Improvements

Several off-street circulation improvements would occur to enhance pedestrian and bicycle access and circulation. Proposed off-street pedestrian and bicycle improvements include enhancements to the existing north-south paseos between Harbor Boulevard and Pomona Avenue, construction of new north-south paseos to improve connections, and construction of a Rail Promenade, a multi-purpose pedestrian and bicycle corridor along the north side of the railroad corridor extending from the existing train platform to the east side of Lemon Street.

The Rail Promenade would provide a direct pedestrian and bicycle route between the Train Depot and the properties north of the railroad corridor and east of Lemon Street. The Rail Promenade would include north-south pedestrian and bicycle connections to Santa Fe Avenue on both sides of Lemon Street. The Rail Promenade could be located within the railroad right-of-way or along private property (or a combination of both). The railroad right-of-way currently has an existing railroad spur that goes to the Fullerton Train Depot. The current function of the railroad spur is to provide access to the train display area to the east of the Fullerton Train Depot. The train display area would be removed as Phase I of the Specific Plan, providing the opportunity for the City to secure the right-of-way from the railroad. If the existing railroad right-of-way cannot be secured and used for the Rail Promenade (due to right-of-way constraints), the connection would be constructed immediately north of railroad right-of-way along the south side of the FTC Parking Structure.

A new pedestrian and bicycle bridge would also be constructed across Lemon Street if the railroad right-of-way cannot be secured for the Rail Promenade. The construction of the bridge (if necessary) will occur during the redevelopment of the City-owned properties to the east of Lemon Street. Details related to the financing of the bridge will be specified in the Disposition and Development Agreement for the City-owned properties and/or through the establishment of development impact fees that would be applied to future projects east of Lemon Street and north of the railroad corridor. The completion of the bridge is not a required condition for certificate of occupancy for phase I and Phase II projects.

Since the Rail Promenade may need to be located between the parking structure and the railroad corridor, the City should negotiate with the Burlington Northern Santa Fe Railway prior to the final design of the FTC Parking structure to determine if the railroad right-of-way can be secured for this improvement. If not, the FTC Parking Structure will need to be setback from the property line by at least 12 feet to accommodate the Rail Promenade. Design standards for the Rail Promenade are provided in Section 4.2.18, Rail Promenade (Bike Path).

The FTC Specific Plan would include a Bike-N-Ride facility. This facility would provide secure bicycle parking and related services to make the cycling commute more convenient. Related services that could be provided include repair services, monthly membership fees, 24-hour remote key access to stored bikes, commute information, restrooms, changing/shower facilities, and bicycle and equipment sales and/or rentals.

City of Fullerton

The Bike-N-Ride Facility could be located in an existing or new storefront or could be a stand-alone structure that provides covered and secure space for bikes and services. The facility should be located near the Fullerton Train Depot. Potential locations for this facility include, but are not limited to:

- The Fullerton Train Depot
- The Fullerton Train Depot loading platform
- The area between the Train Depot and the proposed FTC Parking Structure
- A small storefront near the Transit Plaza or Transit Courtyard
- An area within the FTC Parking Structure

Details related to the Bike-N-Ride Facility will be identified within the disposition and development agreement between the City of Fullerton and the developers for Phase I of the Specific Plan.

The above pedestrian improvements (on-street and off-street) are shown in Figure 3-10, Proposed Pedestrian Improvements. The bicycle improvements are shown in Figure 3-11, Proposed Bicycle Improvements.



Example of a stand-alone Bike-N-Ride facility



Example of a Bike-N-Ride facility in a storefront

Figure 3-10: Proposed Pedestrian Improvements

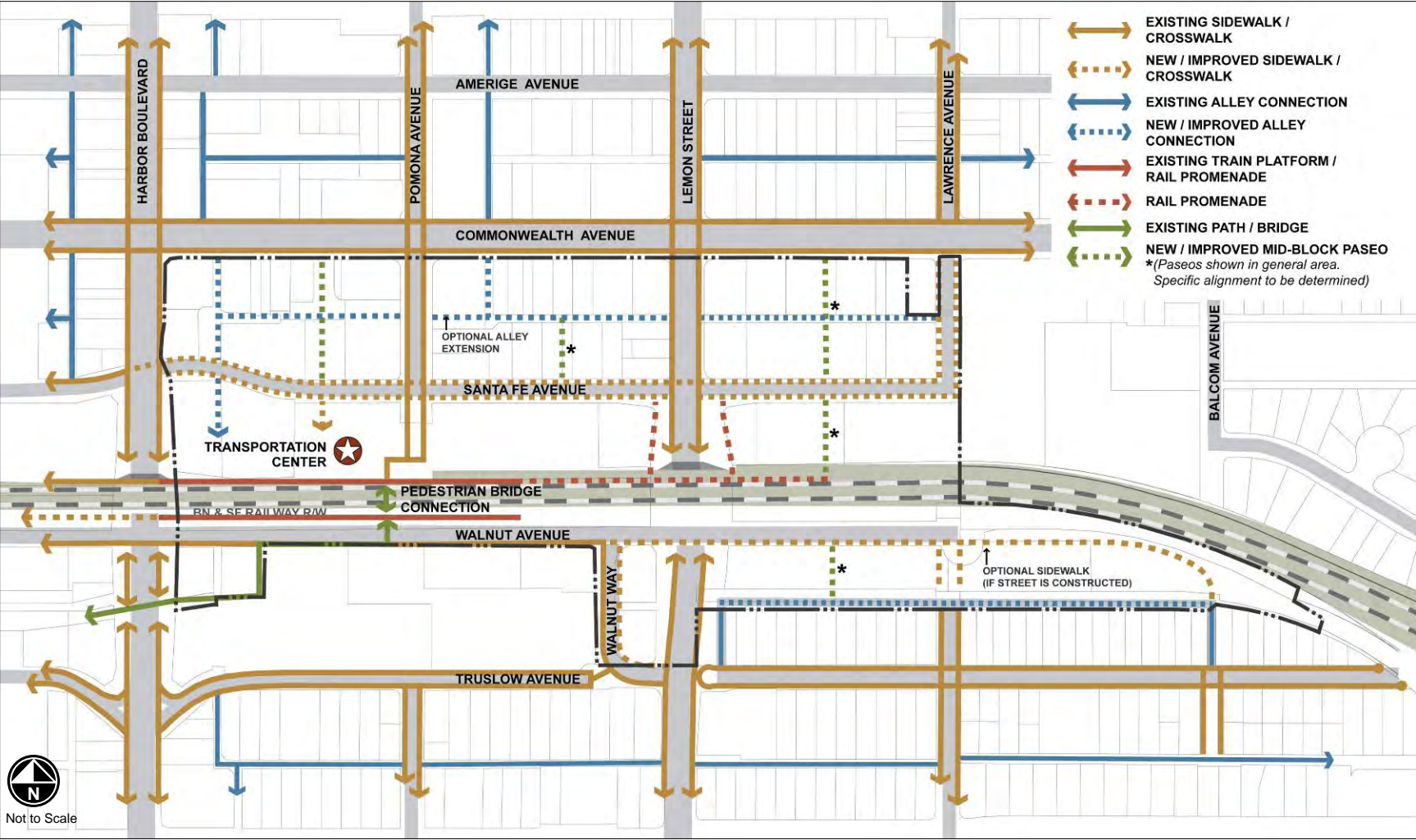
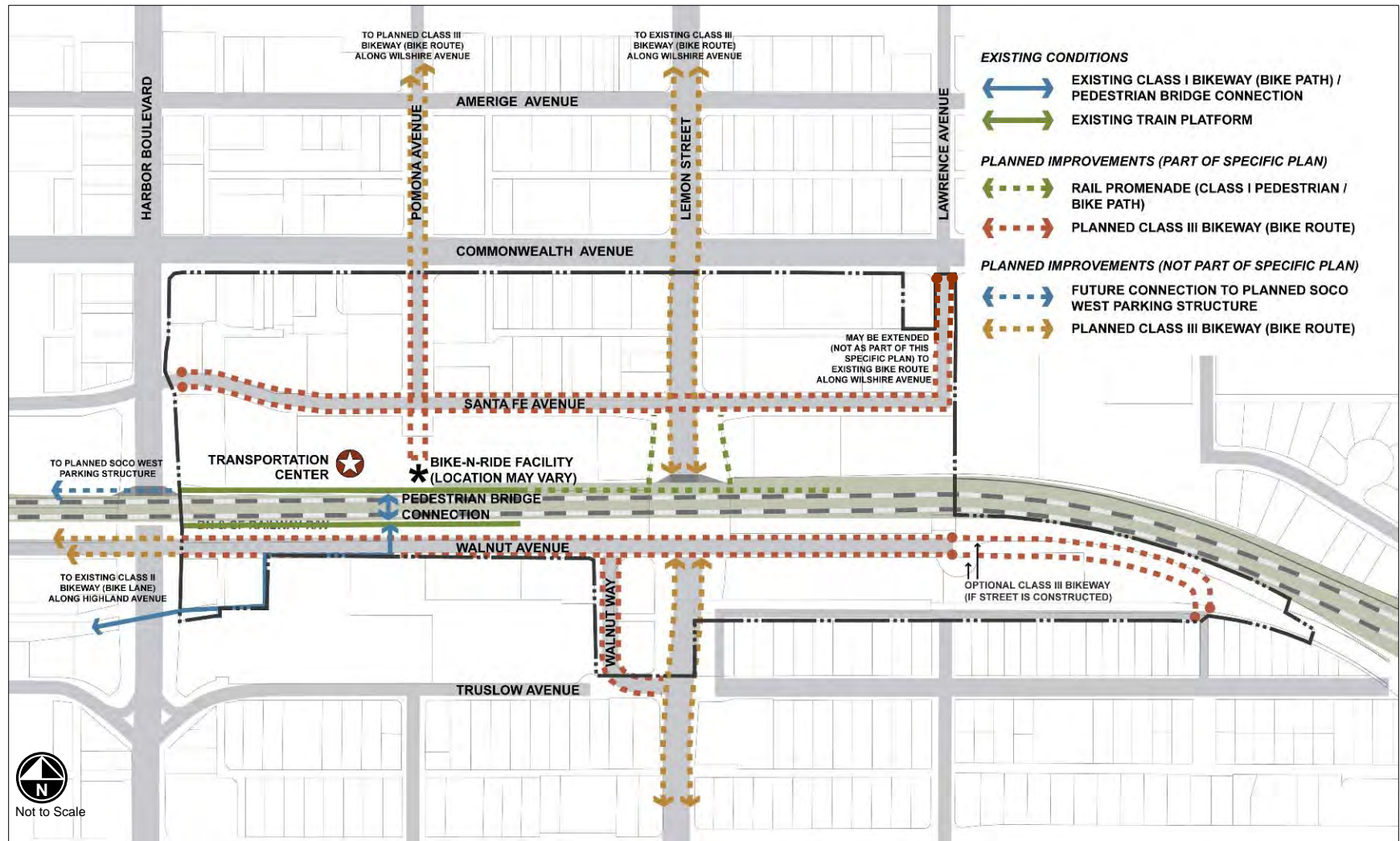


Figure 3-11: Proposed Bicycle Improvements



3.4 PARKING PLAN

3.4.1 Existing Conditions

The FTC Specific Plan Area contains a number of public and private parking lots and parking structures. Most of the parking is provided within surface parking lots. On-street parking is also provided along Commonwealth Avenue, Santa Fe Avenue, and Walnut Avenue.



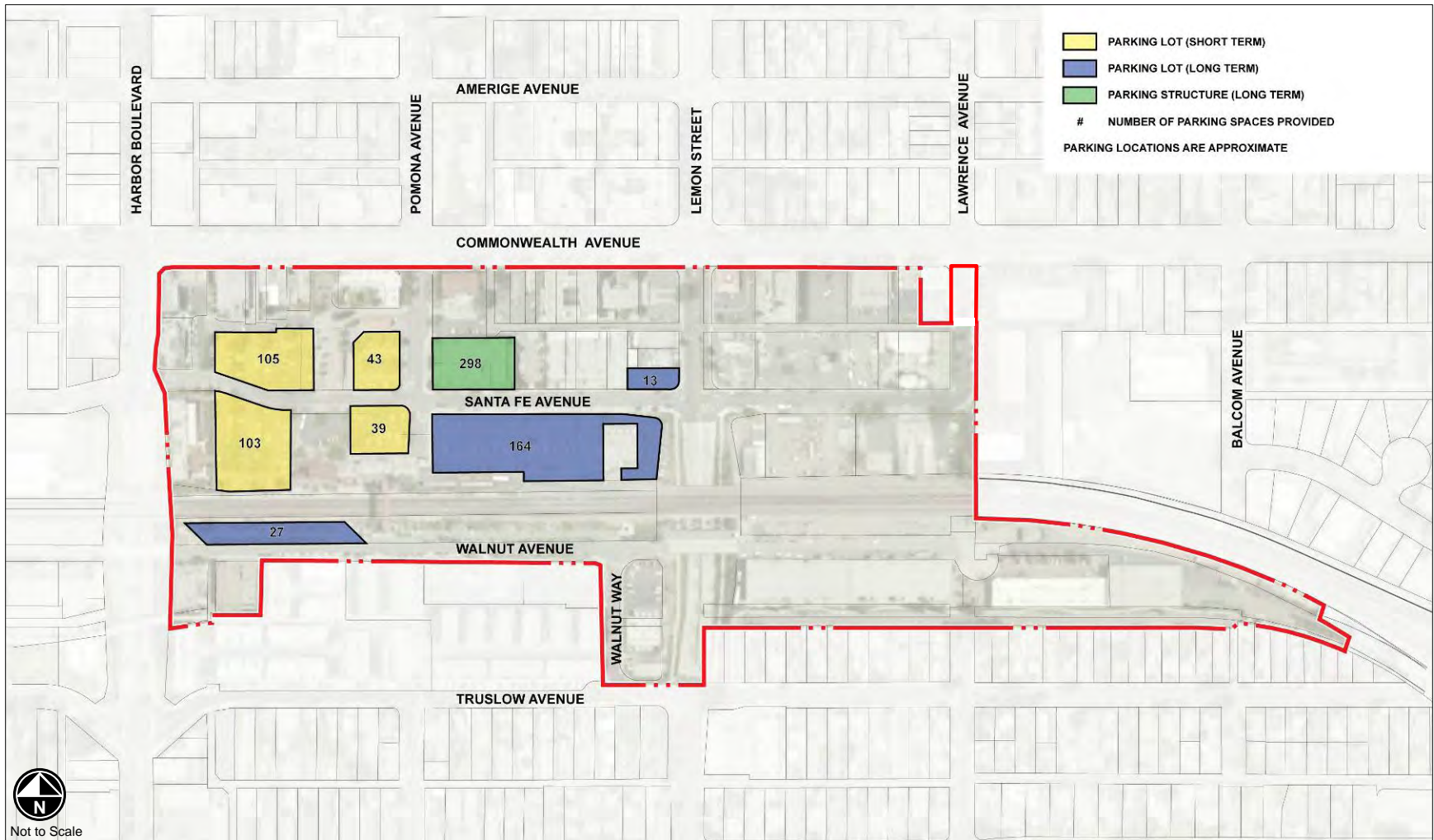
The public parking is primarily located within six parking lots and the Transportation Parking Structure, all of which are located along Santa Fe Avenue between Harbor Boulevard and Lemon Street (see Figure 3-12). An additional public parking lot is located to the south of the railroad corridor along the north side of Walnut Avenue.

The public parking facilities serve both transit riders and local businesses. The four public parking lots between Harbor Boulevard and Pomona Avenue have 1 to 3 hour parking limits and primarily serve local business. There are 290 parking spaces in these four parking lots. The Transportation Parking

Structure and the two public parking lots east of Pomona Avenue provide long-term parking for Metrolink and Amtrak riders. While intended for commuters, customers and employees of local businesses also park in these facilities, as monitoring and enforcing parking restrictions on patrons is not practical. As indicated in Figure 3-12, Existing Parking Facilities, there are 298 parking spaces within the Transportation Parking Structure and 177 parking spaces within the two surface parking lots, providing a total of 475 long-term parking spaces to the north of the railroad corridor. There are 27 additional long-term parking spaces to the south of the railroad corridor along Walnut Avenue. The surface parking lots between Pomona Avenue and Lemon Street were originally constructed as temporary parking facilities.

The City of Fullerton is currently designing the SOCO West Parking Structure, an approved and fully funded parking structure with approximately 820 parking spaces. The SOCO West Parking Structure will be located immediately west of the Specific Plan Area on the south side of Santa Fe Avenue between Harbor Boulevard and Malden Avenue. Construction of the SOCO West Parking Structure is scheduled to begin in October of 2010. The SOCO West Parking Structure will provide long-term parking for Metrolink and Amtrak riders. The parking structure will accommodate future parking demand that is anticipated by the planned increase in Metrolink and Amtrak service. The SOCO West Parking Structure is not part of this Specific Plan, but it is important to note since it will provide permanent replacement parking for the temporary parking spaces between Pomona Avenue and Lemon Street (175 spaces); and provide adequate parking for Metrolink and Amtrak riders during the construction of the FTC Parking Structure, the first project to be constructed as part of Phase I of the Specific Plan.

Figure 3-12: Existing Parking Facilities



3.4.2 Parking Strategy

The provision of an abundant supply of free parking creates a subsidy for automobile transportation and greatly encourages solo driving. The objective of this Specific Plan is to do the exact opposite: Encourage the reduction of per capita vehicle miles traveled and per capita greenhouse gas emissions (when compared to non-transit-oriented development) by increasing opportunities for walking, bicycling, and transit ridership (see Objective 3B in Section 2.4). In order to achieve this objective, as well as the goals and objectives of AB 32 and SB 375, a parking approach was developed to encourage walking, bicycling, and transit first and foremost, and to meet parking demands through an efficient system of shared and managed parking for shoppers, visitors, commuters, and employees. The proposed parking strategy for the FTC Specific Plan Area involves the following:

- Replace existing public parking that is currently in the Specific Plan Area at a one-to-one ratio.
- Construct the OCTA Bus Depot and the FTC Parking Structure (a centralized public parking structure).
- Implement a shared parking system and paid parking program to maximize the efficiency of parking, reduce the parking requirements for new commercial uses, and reduce the overall cost of development.
- Implement a parking management plan (PMP) to ensure the efficient use of available parking spaces.
- Provide parking for office uses within privately owned and maintained parking facilities that are shared with other uses during evenings and weekends.
- Provide parking for residential and live-work units within on-site parking facilities that are privately owned and maintained.

- Allow for reduced residential and live-work parking requirements for projects that provide affordable housing.
- Allow residential and live-work parking to be unbundled from purchase and lease contracts.
- Allow automated parking to reduce the physical space required for parking.
- Allow car-share programs and Neighborhood Electric Vehicles.
- Monitor long-term parking demands of Amtrak and Metrolink riders and provide additional long-term parking if and when warranted.

The details of the above elements are described below and illustrated on Figure 3-13.

Replace All Existing Public Parking

The following public parking facilities will be removed in phases to allow for infill development within the Specific Plan Area:

- The existing parking lots along Santa Fe Avenue between Pomona Avenue and Lemon Street (177 long-term parking spaces)
- The existing parking lots along Santa Fe Avenue between Harbor Boulevard and Pomona Avenue (290 short-term parking spaces)
- The existing Transportation Parking Structure (298 long-term parking spaces)

All of the above spaces (a total of 765) will be replaced within new parking facilities located within or immediately adjacent to the FTC Specific Plan Area:

Figure 3-13: Proposed Parking Facilities



This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in Chapter 4, Regulating Code.

300 long-term spaces will be replaced in the FTC Parking Structure (per a 1994 Cooperative Agreement between the Fullerton Redevelopment Agency and OCTA, the Redevelopment Agency is obligated to provide 300 spaces for commuter/intercity rail patrons at the Fullerton Transportation Center).

- 175 long-term parking spaces will be replaced in the SOCO West Parking Structure (located between Harbor Boulevard and Malden Avenue on the south side of Santa Fe Avenue).
- 290 short-term parking spaces will be replaced in the FTC Parking Structure.

Construct OCTA Bus Depot and FTC Parking Structure

After the SOCO West parking structure is operational, the surface parking lots on the south side of Santa Fe Avenue between Pomona Avenue and Lemon Street will be removed to construct the OCTA Bus Depot and the FTC Parking Structure.

The OCTA Bus Depot and the FTC Parking Structure will have private residential parking in an underground level (approximately 170 spaces), the OCTA Bus Depot on the ground level, and 5 levels of paid-public parking (approximately 810 spaces) on upper floors.¹ Mixed-use and/or residential buildings will wrap the north and west edges of the structure to conceal views of the parking levels from the Transit Plaza and Santa Fe Avenue. The buildings that wrap the structure may be built with the FTC Parking Structure, or added at a later phase of development.

¹ If automated parking systems are utilized, the FTC Parking Structure would have an alternative design and configuration.

The FTC Parking Structure will provide at least 810 public parking spaces, including:

- Replacement parking for the existing public parking lots along Santa Fe Avenue between Harbor Boulevard and Pomona Avenue (290 short-term spaces).
- Replacement parking for 300 long-term parking spaces for Amtrak and Metrolink riders.
- New public parking for future retail, service, and dining uses constructed in Phase I and Phase II (200 spaces for up to 100,000 square feet).
- Flex parking spaces (approximately 20 spaces), which will be used in accordance with the Parking Management Plan. These spaces could be used for valet parking or could be allocated to short-term or long-term parking based on parking demand.

The FTC Parking Structure is the only planned public parking structure in the FTC Specific Plan Area. One large structure (in contrast to several smaller structures), is planned for the following reasons:

- All public parking can be located in a central location that is within a short walk of the Train Depot, Bus Depot, and all existing and future commercial uses north of the railroad right-of-way.
- Visitors and those unfamiliar with the area will be directed by signage to one public parking facility, thereby eliminating the need to drive through the area in search of parking in multiple facilities.
- Due to economies of scale, the construction of one large public parking structure is more affordable than the construction of multiple parking structures.

Shared Parking System and Paid Parking Program

Overview of Shared Parking

To achieve the desired densities within the FTC Specific Plan Area, structured parking facilities will be required. Structured parking costs can range from \$20,000 to \$35,000 per parking space, which can substantially hinder the feasibility and viability of development. If unsubsidized, the high cost of parking can result in higher lease rates for new commercial space. To improve the feasibility of development, minimize government subsidies, reduce overall development costs, and reduce long-term lease rates, a shared parking system is proposed that maximizes the operational efficiency of parking and reduces the total number of parking spaces required within the FTC Specific Plan.

Under a shared parking approach, each business does not have to provide on-site parking. Rather, a pooled supply of parking is provided for all businesses that are within the shared parking system. Shared parking reduces the total amount of parking required for the uses because different types of businesses have peak parking demands that vary based on the time of day or week.

Table 3-3 provides a simple example of how two businesses (an office and restaurant) would benefit from a shared parking approach. In this example, the office needs 40 parking spaces to meet its peak parking demand, which occurs during the day on weekdays. The restaurant needs 40 parking spaces to meet its peak parking demand, which occurs during evenings on the weekend. Under a conventional parking approach (where parking is not shared between uses) 80 spaces would be required for both businesses (40 spaces each). Under a shared parking approach, the total amount of parking could be

reduced to 54 spaces (the most parking needed at any given time for both businesses). This would result in a parking reduction of 32.5 percent. The reduction can occur because the peak parking demands for each business occur at completely different times: peak demands for office occur during the day on weekdays, and peak demands for restaurants occur during evenings on weekends.

Table 3-3: Benefits of Shared Parking					
Business	Weekday Parking Demand (Spaces)		Weekend Parking Demand (Spaces)		Parking Required (Conventional Approach)
	Day	Evening	Day	Evening	
Office	40	4	2	1	40
Restaurant	14	30	34	40	40
Total	54	34	36	41	80
Parking Required (Shared Approach)	54 (Highest Total from above: Weekday during the day)				
Reduction in parking requirements under shared approach: 32.5%: (80 spaces – 54 spaces)/80 spaces x 100 = 32.5%					

Shared Parking in the FTC Specific Plan Area

In the FTC Specific Plan Area, there is an opportunity to share Amtrak and Metrolink parking with retail, service, dining, and office uses. Most of the Metrolink and Amtrak spaces will be fully utilized during the weekday business hours. However,

during evenings and weekends, the Metrolink and Amtrak spaces in both the SOCO West Parking Structure and the FTC Parking Structure will be underutilized and will be available to meet the parking demands of retail, service, and dining uses. Office parking will also be available during the evenings and weekends to meet the peak parking demand of retail, service, and dining uses.

In addition to shared parking, the walkable, mixed-use nature of the FTC Specific Plan, as well as its location adjacent to transit, further reduces the amount of parking required. Within walkable, mixed-use settings, people often walk, bike, or ride transit for every day trips. People that do drive to the area will often park once, and walk to multiple businesses, such as their office for work, a coffee shop for morning coffee, and a restaurant for lunch. This further reduces the amount of parking required for the area, as one parking space often serves multiple businesses throughout the day.

A shared parking analysis, which considers the mixed-use and transit-oriented nature of the Specific Plan Area and the implementation of a paid parking program, was prepared by Gibson Transportation Consulting, Incorporated. The assumptions of the study were developed in consultation with Richard Willson, Transportation Consultant. Richard Willson based the assumptions on extensive research of travel patterns in transit-oriented developments, analysis of local census information on travel choices, and a variety of regulatory, economic, and demographic factors that will encourage public transit in the future. The shared parking analysis is on file for public review at the City of Fullerton. This section summarizes the conclusions of the analysis

Paid Parking Program

A paid parking program will be implemented within the Specific Plan Area. The rationale for paid parking includes the following:

- Paid parking generates revenue to help pay operating costs and capital costs of public parking facilities.
- Paid parking generates revenue to fund or subsidize special services and parking programs within the FTC Specific Plan Area, such as valet parking programs and rickshaw/pedi cab services.
- Paid parking creates an incentive to walk, bicycle, and carpool, thereby moderating parking demand and reducing traffic and environmental impacts.
- Paid parking reinforces the vision of a transit-oriented district that supports multi-modal transportation.
- Paid parking provides fairness to those who walk or bike by not subsidizing those who drive and park.
- Paid parking allows the control of supply through rate adjustments.

Pricing for paid parking will fluctuate over time as parking demand changes. Details related to the pricing structure will be developed and implemented as part of a Parking Management Plan. An introductory parking rate of \$1 per day in the FTC parking garage is recommended for the first years following garage occupancy, to accustom commuters and shoppers to a paid parking system. After the introductory paid parking system is tested, an initial fee for public parking is recommended as follows:

- Long-term parking in the SOCO West Parking Structure: \$1 per day or \$20 per month (reflecting value location).

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- Long-term parking in the FTC Parking Structure: \$2 per day or \$40 per month (reflecting premium location)
- Short-term parking in the FTC Parking Structure: free for the first hour or free for three hours with parking validation. If not validated, \$0.50 per hour will be charged for the second and third hour.

Weekday Parking Demand and Supply

The shared parking analysis determined that the Amtrak and Metrolink uses, the existing commercial uses (to remain), and the future commercial uses within the Specific Plan Area (excluding the hotel) will create peak parking demands during weekdays at 2:00 pm. At full buildout of the FTC Specific Plan Area (2020), approximately 864 to 994 spaces will be in demand at the peak weekday parking hour of 2:00 pm.¹ A range for parking demand is contemplated based on the fact that a range of new office space could be developed in the Specific Plan Area (49,000 to 100,000 square feet).

The following parking facilities will be provided to meet the projected 2020 parking demand during the peak weekday parking hour:

- FTC Parking Structure: Approximately 810 paid public parking spaces.
- Privately owned and maintained office parking facilities: 89 spaces to 200 spaces (number varies based on the amount of office space ultimately developed).

¹ Additional Amtrak and Metrolink parking will be in demand at this time, but it will be accommodated by the SOCO West Parking Structure, which is located outside of the Specific Plan Area.

These facilities will provide approximately 899 to 1,010 spaces to meet the peak weekday parking demand (the number varies based on the amount of office space/office parking ultimately developed). Therefore, the planned parking facilities in the FTC Specific Plan Area, providing 899 to 1,010 spaces, will adequately meet the peak hour parking demands on weekdays (864 to 994 spaces).

Weekend Parking Demand and Supply

The shared parking analysis determined that the Amtrak and Metrolink uses, the existing commercial uses (to remain), and the future commercial uses within the Specific Plan Area (excluding the hotel) will create peak parking demands during weekends at 8:00 pm. At full buildout of the FTC Specific Plan Area (2020), approximately 904 spaces will be in demand at the peak weekend parking hour of 8:00 pm.

The following parking facilities will be provided to meet the projected 2020 parking demand during the peak weekend parking hour:

- FTC Parking Structure: Approximately 810 paid public parking spaces.
- Privately owned and maintained office parking facilities: 89 spaces to 200 spaces (number varies based on the amount of office space ultimately developed).

Based on the above numbers, approximately 899 to 1,010 spaces will be provided to meet the peak weekend parking demand for commercial uses in the FTC Specific Plan Area. In addition, hundreds of additional parking spaces in the SOCO West Parking Structure will be available on weekends to serve the FTC Specific Plan Area due to the fact that commuter parking demand will be very low on weekends. In

2020, it estimated that 575 of the 820 spaces in the SOCO West Parking Structure will be available to serve non-commuter uses. Therefore, an abundance of parking will be available to meet the peak hour parking demands of the Specific Plan Area on weekends (904 spaces).

Additional Parking Supply

In addition to the parking facilities discussed above, on-street parking will also be provided to alleviate parking demand. The on-street parking supply is estimated at 220 spaces (165 spaces north of the railroad corridor and 55 spaces south of the railroad corridor).

The proposed hotel was not included in the shared parking analysis based on the uncertainty of the hotel and the assumption that the hotel operator will prefer to have private on-site parking facilities. Nonetheless, it is likely that the hotel operator will allow the public to use the hotel’s parking facilities for a fee during non-peak hours of operation (business hours during weekdays). This would further alleviate parking demand in the FTC Specific Plan Area.

Parking Management Plan

A parking management plan will be developed prior to Phase I construction to facilitate the efficient use of shared public parking. The plan will explore the following strategies:

- Wayfinding signage directing drivers to public parking
- Electronic reader board signs noting the number of available spaces in parking facilities
- User-friendly signage systems that help people remember where they parked (color, symbol, or number codes linked to parking levels)

- Valet parking for existing and new retail, service, and dining uses
- Parking time limits for on-street parking
- Paid parking fees (on-street and off-street)
- Premium paid parking and value paid parking locations
- Parking validation programs to provide free parking to customers that make purchases in the Downtown area
- Parking enforcement programs
- Rickshaw/pedi cab services to take retail, service and dining customers from parking structures to stores and restaurants

Paid parking revenues and revenues from the business improvement district may be used to fund, subsidize, and/or enhance the above programs.

Office Parking

Office parking will be located within privately owned and maintained parking facilities at a minimum rate 2.0 spaces per 1,000 square feet of leasable space. Office parking may be located on-site or at an off-site location within the Specific Plan Area. As a condition of approval, all office parking facilities on the north side of the railroad right-of-way will be available for public use during evenings and weekends. Property owners may charge hourly or monthly fees for use of their parking facilities, provided that the fees are not used to avoid providing shared parking during evenings and weekends. Parking fees shall be established in conformance with the Parking Management Plan (PMP).

Residential/Live-Work Parking

Parking for all residential and live-work units will be provided within on-site parking facilities that are privately owned and maintained. The minimum off-street parking requirements for residential units and live-work units are:

- Studio: 1.5 spaces per unit
- One-bedroom units: 1.75 spaces per unit
- Two-bedroom units: 2.25 spaces per unit
- Three (or more) bedroom units: 2.75 spaces per unit

However, as an incentive to providing affordable housing, the parking requirements for all residential units with a project (market-rate and affordable units) may be reduced if at least 15 percent of the units are affordable or if affordable housing is provided in compliance with California State Density Bonus Law. The reduced requirements are:

- Studio/one-bedroom units: 1 space per unit
- Two- to three-bedroom units: 2 spaces per unit
- Four (or more) bedroom units: 2.5 spaces per unit

According to California Density Bonus Law, guest parking is included in the above standards, and therefore additional guest parking is not required.

Unbundled Residential Parking

Within the FTC Specific Plan, developers and apartment managers have the choice to offer unbundled parking to home buyers and renters. With unbundled parking, home buyers and renters have the choice to purchase or lease units with or without a dedicated parking space (or with a reduced number of parking spaces). Unbundled parking has the potential to

reduce the cost of living for households that chose to live without an automobile or with fewer automobiles.

Within renter-occupied housing developments, parking spaces may be completely unbundled from lease contracts. The apartment manager may designate unbundled spaces for shared residential parking and/or guest parking. The apartment manager may also lease unbundled spaces to other on-site users at their discretion. Unbundled spaces may be leased to off-site users with the approval of the Director of Community Development. To ensure flexibility regarding changes in on-site parking demands, all lease agreements for unbundled parking shall be restricted to a duration of one year or less. Nothing shall prohibit leasing of an unbundled parking space to the same lessee for concurrent terms. Access and security concerns will need to be addressed to lease unbundled spaces to off-site users.

Within owner-occupied housing developments, at least one parking space shall be sold or bundled with each unit. The remaining spaces may be bundled or unbundled to units. Parking spaces that are not bundled shall be owned and operated by the Homeowners' Association. The Homeowners' Association may designate these spaces for shared residential parking and/or guest parking. The HOA may also lease these spaces to specific residents, or lease the spaces to other on-site users. Unbundled spaces may be leased to off-site users with the approval of the Director of Community Development. To ensure flexibility regarding changes in on-site parking demands, all lease agreements for unbundled parking shall be restricted to a duration of one year or less. Nothing shall prohibit leasing of an unbundled parking space to the same lessee for concurrent terms. Access and security concerns

will need to be addressed to lease unbundled spaces to off-site users.

Automated Parking

To reduce the amount of space required for parking, automated parking systems (mechanical systems that allow cars to be efficiently stacked) will be allowed within all public and private parking structures provided that they can be operated and maintained by residents, parking management companies, and/or homeowners' associations.



Automated parking system

Car Sharing and Neighborhood Electric Vehicle Parking

Neighborhood electric vehicles are small battery-powered vehicles that can travel on streets with posted speed limits below 35 miles per hour. Many homeowners' associations and office developments purchase these vehicles so that

residents and office employees can make local trips without a private automobile. This provides households the incentive to live without an automobile (or with fewer automobiles), and encourages office employees to take transit or bike to work. Within the FTC Specific Plan Area, neighborhood electric vehicle programs are allowed and encouraged. Homeowners' association and property management companies will operate the car sharing programs, allowing the vehicles to be rented or checked out by residents and/or employees. Alternative parking space dimensions and the potential of reduced parking requirements are provided within Section 4.7.3 to encourage the use of neighborhood electric vehicles within the FTC Specific Plan.



Neighborhood electric vehicle

Monitor Long-Term Parking Demand of Commuters

Future parking demand for Amtrak and Metrolink riders will be based on several factors. The two main factors are the

number of daily train boardings and the number of parking spaces demanded per boarding. In 2007, parking demand was 0.32 spaces per boarding (1,467 daily boardings/467 parking spaces = 0.32 spaces per boarding). If the 2007 parking demand ratio of 0.32 spaces per boarding is maintained in the future, approximately 960 Amtrak and Metrolink parking spaces will be required in the year 2030 when Metrolink projects daily ridership at 3,000 boardings (3,000 daily boardings x 0.32 spaces per boarding = 960 spaces). The SOCO West Parking Structure and FTC Parking Structure will provide a minimum of 1,120 spaces for Amtrak and Metrolink riders. Therefore, enough parking for Amtrak and Metrolink riders will be provided in 2030 if the number of parking spaces demanded per boarding remains constant (0.32 spaces per boarding).

It is possible that the number of parking spaces demanded per boarding could increase, resulting in a higher parking demand. The *Metrolink Service Expansion Ridership and Parking Demand Analysis* assumes that the parking demand per boarding in 2030 will increase from 0.32 to 0.54 spaces per boarding, resulting in a parking demand of 1,625 parking spaces. However, the assumption to increase the demand per boarding from 0.32 to 0.54 is aggressive and inconsistent with recent practices in TOD developments throughout California and the nation, which seek to balance the desire to provide convenient park-and-ride parking with other place-making goals. Within most TODs, the parking demand per boarding generally decrease overtime as the TOD develops and matures. This occurs because more housing units are constructed near the transit station, allowing more and more train riders to leave their car at home and walk, bike, or take a short bus trip to the station.

While it is reasonable to assume that parking demand per boarding will be at or lower than 0.32 spaces per boarding in 2030, this Specific Plan will require the Fullerton Redevelopment Agency to monitor the parking demand of Amtrak and Metrolink riders to determine if additional parking is warranted. If additional parking for Amtrak and Metrolink is warranted in the future, the Fullerton Redevelopment Agency, OCTA, Metrolink, and Amtrak will develop a plan and strategy to provide additional long-term parking. Long-term parking may be provided by:

- Constructing new long-term parking facilities near the Train Depot. New parking facilities could be located both within and outside of the FTC Specific Plan Area.
- Re-designate existing short-term parking to long term parking. Short-term parking within the FTC Parking Structure and parking facilities located outside the Specific Plan Area could be re-designated to provide additional long-term parking. Parking utilization studies will be required to justify the re-designation of short-term parking to long-term parking. The City Council will need to approve the re-designation of short-term parking to long-term parking.
- Adjust paid parking fees either up or down to accommodate changing demands.
- Acquire underutilized private parking for public use, through property acquisition, easements, and/or shared parking agreements (such as using excessive residential parking during daytime hours).
- Adjust parking rates and hour limits to accommodate commuter use of surplus commercial spaces.

3.5 OPEN SPACE

Open space is an important element in community design. It softens the appearance of building facades and hard surfaces, and provides gathering places and shade for residents and visitors. It also exposes pedestrians to natural environments, provides visual interest, and defines neighborhood character. This section identifies proposed open spaces that are planned within the FTC Specific Plan Area.

3.5.1 Existing Conditions

Civic open spaces located within the FTC Specific Plan Area are currently limited to two pedestrian paseos that connect Commonwealth Boulevard to the existing OCTA Bus Transfer Terminal and the public parking lots north of Santa Fe Avenue and east of Pomona Avenue. Although they are not normally considered open spaces, the existing Fullerton Train Depot and the adjacent train platforms and pedestrian bridge are often used by train enthusiasts that gather to photograph and watch rail traffic.



View of existing paseos

3.5.2 Proposed Civic Spaces and Common Open Space

The Open Space Plan for the FTC Specific Plan Area includes a variety of civic spaces and common area open spaces for residential units.

Civic Spaces

The planned civic spaces within the FTC Specific Plan and their minimum sizes are provided in Table 3-4.

Table 3-4: Civic Spaces		
Civic Space	Minimum Square Feet	Minimum Acres
Transit Plaza	19,630 (48,950) ¹	0.45 (1.12) ¹
North Neighborhood Park	12,680	0.29
South Neighborhood Park(s)	27,600	0.63
Transit Courtyard	17,800	0.41
Existing Paseos (west of Pomona Ave.)	11,580	0.27
Proposed Paseos (west of Lemon Street)	11,960 (5,980 each)	0.27
Proposed Paseos (East of Lemon Street)	15,045	0.35
Proposed Paseo (South of Railroad Tracks)	4,200	0.096
Total	120,495 (149,815)¹	2.766 (3.436)¹
Notes:		
1. The one-way road around the Transit Plaza may be temporarily closed, creating a larger public space (1.12 acres) for events and festivals between Santa Fe Avenue and the Fullerton Train Depot.		

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The potential locations and configurations of the civic spaces are illustrated on the conceptual open space plan illustrated in Figure 3-14, Conceptual Open Space Plan. As indicated in Section 4.3.1, Introduction, the locations and configurations of the civic spaces (excluding the Transit Plaza and the existing and proposed paseos west of Pomona Avenue) may vary. Therefore, the Conceptual Open Space Plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation for civic space locations or configurations. Design standards and guidelines for each of the civic spaces are provided in Section 4.3, Civic Spaces.

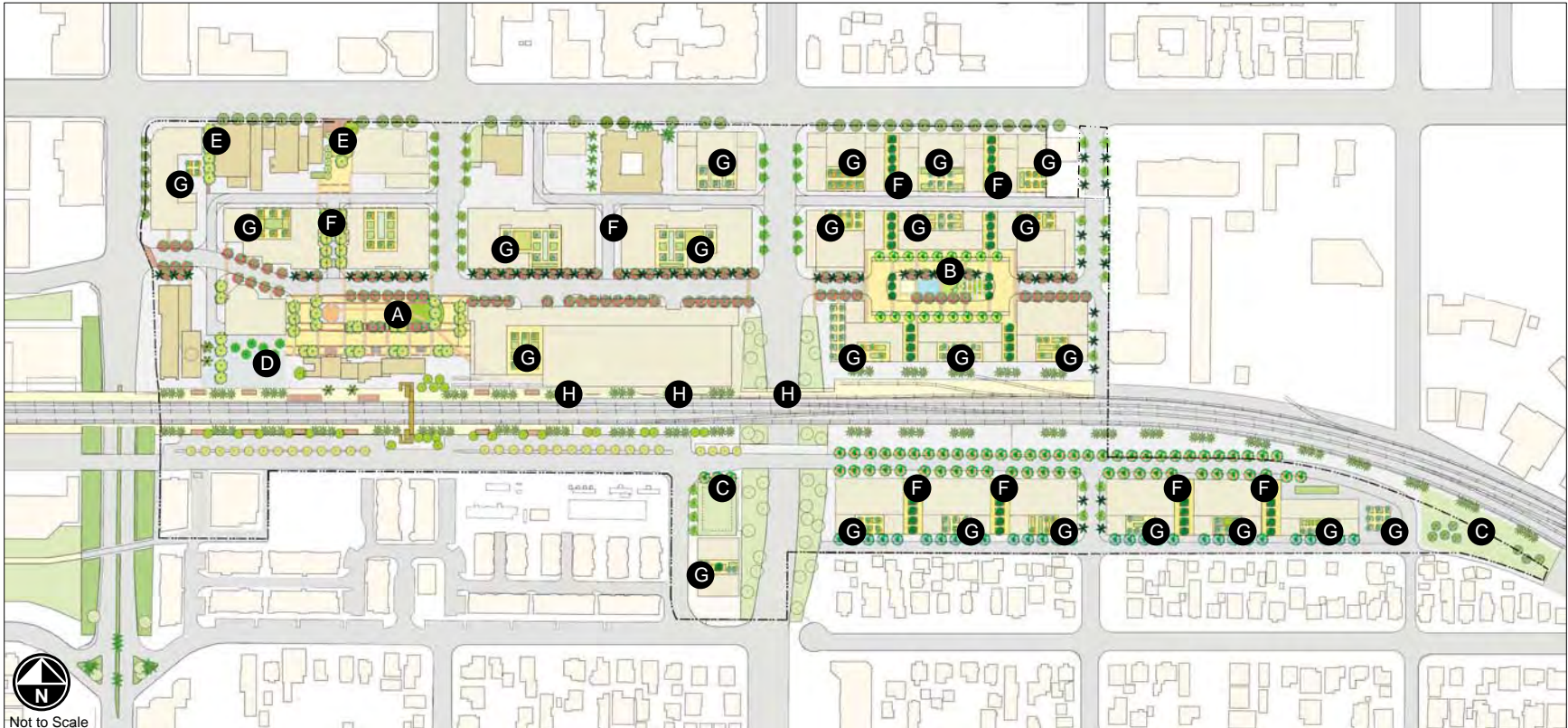
Civic Space Acquisition

The Transit Plaza, the proposed paseos east of Pomona Avenue, and the Transit Courtyard are located on property that is currently owned by the Fullerton Redevelopment Agency (see Figure 3-1). Therefore, the City would not need to acquire property to construct these civic spaces. A disposition and development agreement (DDA) for Phase I will likely include details related to the construction of these spaces.

Land transfers between the City of Fullerton and private entities would be required to construct the other Civic Spaces. The City currently owns approximately 56,000 square feet of property (the Fire Department) on the block north of Santa Fe Avenue and east of Lemon Street (see Figure 3-1, Parcel Ownership). By negotiating land transfers with developers and property owners, the City will be able to facilitate development of the North Neighborhood Park and the paseo(s) connecting Commonwealth Boulevard to the Neighborhood Park and the Rail Promenade. The details of the land transfer would be negotiated through a DDA.

The City of Fullerton also owns two narrow strips of property along the southern edge of the Specific Plan Area, east of Lemon Street (see Figure 3-1). These narrow strips are improved with a sidewalk and landscaping, which creates a buffer between the southern alley and the industrial buildings to the north. These strips are approximately 25 feet and 31 feet wide and total approximately 40,000 square feet of property. The alley to the south of these properties is planned to be improved as a 30 foot wide alley. The current right-of-way is 20 feet, therefore a 10-foot strip from the city-owned properties (approximately 12,400 square feet) would be required for the alley improvements. The remaining land within the City-owned property (approximately 27,600 square feet) should be transferred to the adjacent properties in exchange for the south neighborhood park site(s). One or two park sites could be created, provided that they are south of the railroad corridor and the total acreage of all sites equals at least 27,600 square feet. The details of the land transfer would be negotiated through a DDA between the City of Fullerton and the property owner(s) south of the railroad corridor.

Figure 3-14: Conceptual Open Space Plan



- A** Transit Plaza (City owned/maintained)
- B** North Neighborhood Park (City or Privately owned/maintained)
- C** South Neighborhood Park(s) (City or privately owned/maintained)
- D** Transit Courtyard (City or privately owned/maintained)
- E** Existing Paseos (City owned/maintained)
- F** Planned Paseos (City or privately owned/maintained)
- G** Private Common Open Space (Privately owned/maintained: see Figure 3-15)
- H** Rail Promenade (City owned/maintained)

This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in Chapter 4, Regulating Code.

Common Open Space

In addition to the civic spaces, each development project within the Specific Plan Area is required to include common open spaces for use by the development's residents. The amount of privately-owned common open space will be provided at a rate of at least 50 square feet per residential unit. Private open space for each dwelling unit (such as balconies or patios) is not mandatory, but would be allowed to provide views and a private amenity that enhances the quality of life. Design standards for common open spaces are provided in Section 4.6.4, Common Open Space Standards. The conceptual common open space plan for private properties is illustrated in Figure 3-15. This plan is for illustrative purposes only and should not be viewed as absolute plan or a form of regulation. This concept plan is subject to the applicable development standards in Chapter 4, Regulating Code.

Figure 3-15: Conceptual Common Open Space Plan



This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in Chapter 4, Regulating Code.

3.6 INFRASTRUCTURE PLAN

3.6.1 Existing Conditions

Domestic Water

The City of Fullerton obtains domestic water from the Metropolitan Water District of Southern California and the Orange County Water District, which includes 11 City wells. Over the past five years the City has received, on average, 55 percent of its water supply from its groundwater wells, which draw from the Orange County Groundwater Basin. The other 45 percent is imported from the Metropolitan Water District of Southern California. In 2008 and 2009, the City received approximately 69 percent of its water supply from groundwater and 31 percent from imported water.

Water is delivered to the properties within the FTC Specific Plan Area through a variety of 4-inch to 12-inch water pipes. Figure 3-16 shows the existing domestic water infrastructure within the FTC Specific Plan Area.

Sanitary Sewer

Sanitary sewer service is provided by the City of Fullerton. At this time, the Fullerton Sewer Division maintains more than 285 miles of sewer piping that serve Fullerton residents and businesses. Wastewater generated by the City is transported approximately 15 miles west to the Orange County Sanitation District treatment facilities in Fountain Valley and Huntington Beach. The age of existing sewer infrastructure ranges from 50 to 100 years old. It is anticipated that in the next 20 years, upgrades will be made to at least 50 percent of the existing sewer pipelines, and approximately 3,000 manholes.

The FTC Specific Plan Area is currently served by 6-inch to 12-inch vitrified clay pipe (VCP) sewer lines. Sewer lines on north-south streets and alleys generally flow to the south, and sewer lines east-west streets and alleys generally flow to the west. Figure 3-17 shows existing sanitary sewer infrastructure within the FTC Specific Plan Area.

Storm Drain

The topography of the FTC Specific Plan Area is relatively flat. Steep slopes are limited to engineered grades where Harbor Boulevard and Lemon Street are grade separated under the railroad corridor.

The Fullerton Public Works Department maintains the majority of the existing storm drainage systems within the City of Fullerton. Stormwater facilities in the Specific Plan consist of storm drain inlets and under ground storm drain lines. The storm drain lines flow into one of three main storm drain facilities:

- A 45-inch reinforced concrete pipe (RCP) within Harbor Boulevard
- A 45-inch RCP within Lemon Street
- A 4-foot by 3-foot box culvert within Lawrence Avenue

Figure 3-16: Existing Domestic Water Infrastructure

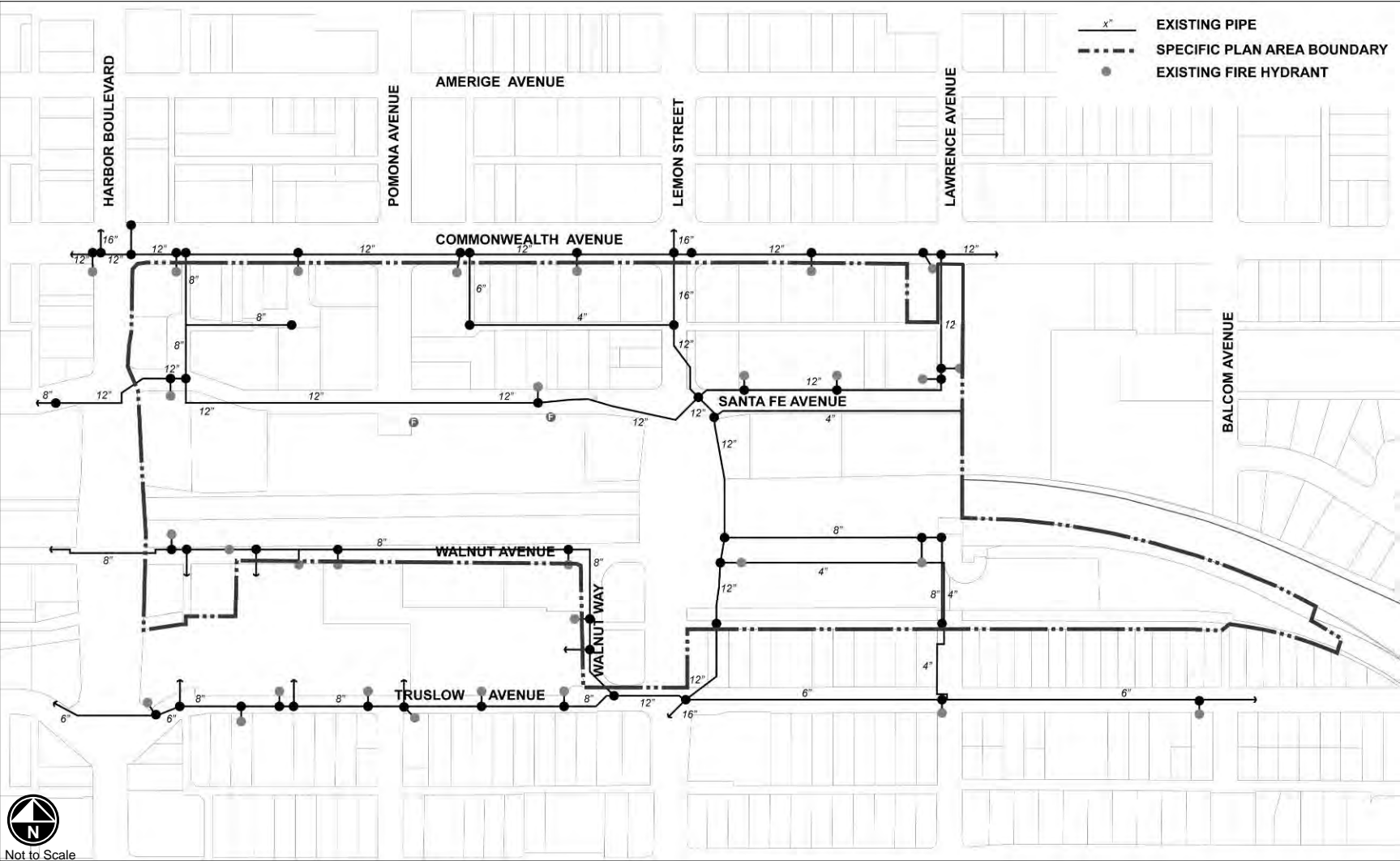
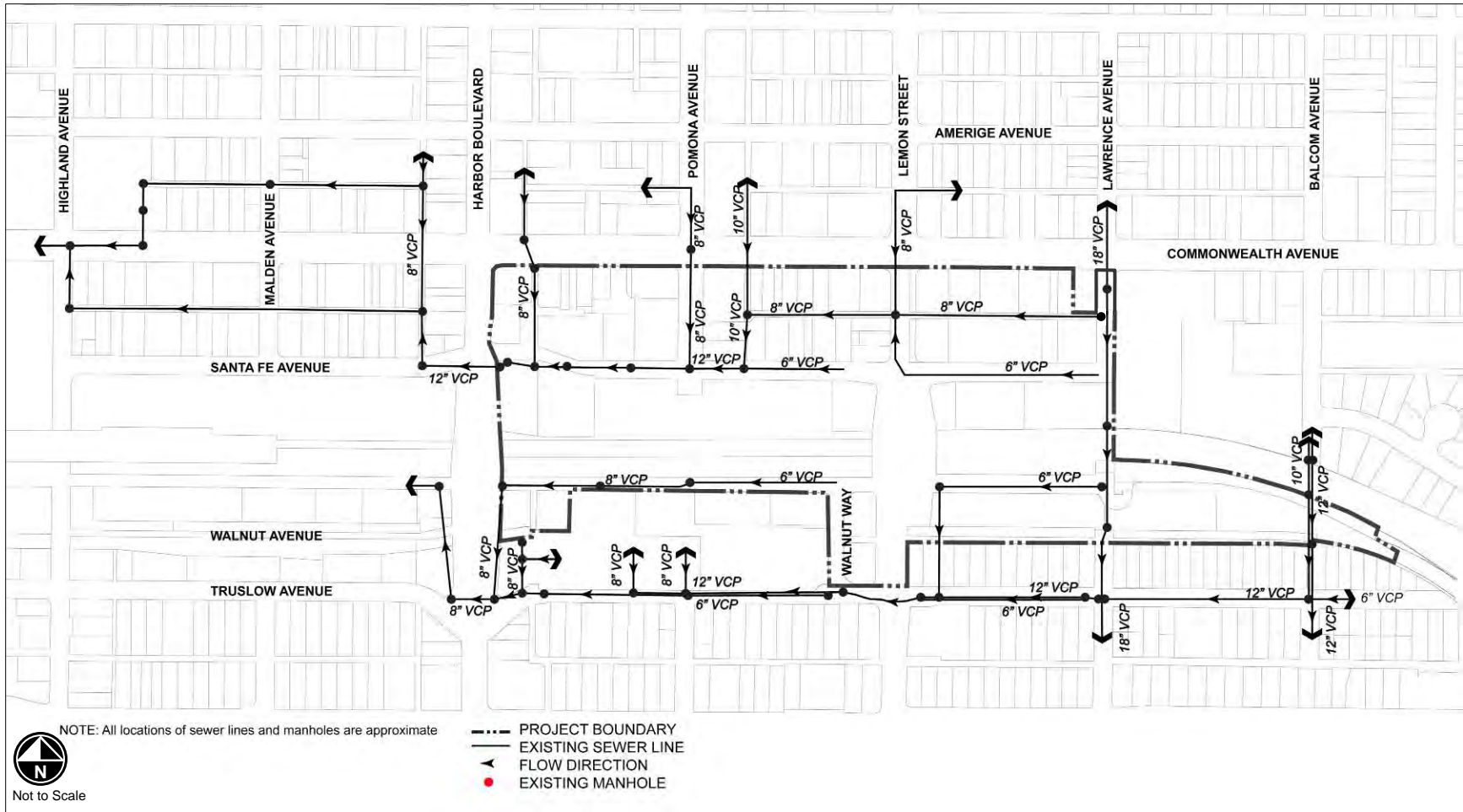


Figure 3-17: Existing Sanitary Sewer Infrastructure



The above facilities flow south to Fullerton Creek, a concrete channel located approximately 0.4 miles south of the Specific Plan Area. This channel is owned and maintained by the Orange County Flood Control District. Fullerton Creek flows to the west until it joins Coyote Creek in the City of La Palma. Coyote Creek flows southwesterly until it joins the San Gabriel River in the City of Long Beach. The San Gabriel River eventually flows into the Pacific Ocean.

Figure 3-18 shows existing storm drain infrastructure within the FTC Specific Plan Area.

Flooding

A segment of the Specific Plan Area along Lawrence Avenue (north of the railroad tracks) is located within Special Flood Hazard Area (SFHA) Zone AO-2, which is likely to flood to a depth of two feet during a 100-yr flood event (see Figure 3-19). The 100-yr flood elevation, which is the standard used by most Federal and state agencies, is used by the National Flood Insurance Program (NFIP) as the standard for floodplain management and to determine the need for flood insurance. Mandatory flood insurance purchase requirements and floodplain management standards apply for this zone. However, once a specific project (within this zone) is defined, a detailed hydrologic and hydraulic analysis could be conducted to conclude that part of this area and/or future buildings could be located outside of the SFHA. The analysis could also conclude that the Federal Emergency Management Agency (FEMA) can amend or revise the maps through the placement of fill with a letter that states the property or building is not within the SFHA, thereby removing the need for purchasing flood insurance. These letters are called Letter of Map Amendment (LOMA) or Letter of Map Revision based on Fill (LOMR-F).

As indicated in Figure 3-19, other segments of the Specific Plan Area are located in Zone X (shaded) and Zone X (un-shaded). Zone X (shaded) is defined as a moderate flood hazard area that could be inundated in a 500-year storm event. Zone X (un-shaded) is defined as areas that are higher in elevation than the 500-year flood event. Insurance and floodplain mitigation is not required for these zones.

Cable, Internet, and Telephone

Time Warner provides cable, internet (via cable), and telephone service within the City of Fullerton. AT&T also provides internet (via telephone) and telephone service to Fullerton. Underground and above ground utilities provide service to the Specific Plan Area.

Electricity

Southern California Edison provides electricity to the City of Fullerton. Underground and above ground utilities provide service to the Specific Plan Area. Some of the lines within the FTC Specific Plan Area are located above ground.

Natural Gas

Southern California Gas Company provides natural gas to the City of Fullerton. Underground utilities provide service to the Specific Plan Area.

Figure 3-18: Existing Storm Drain Infrastructure

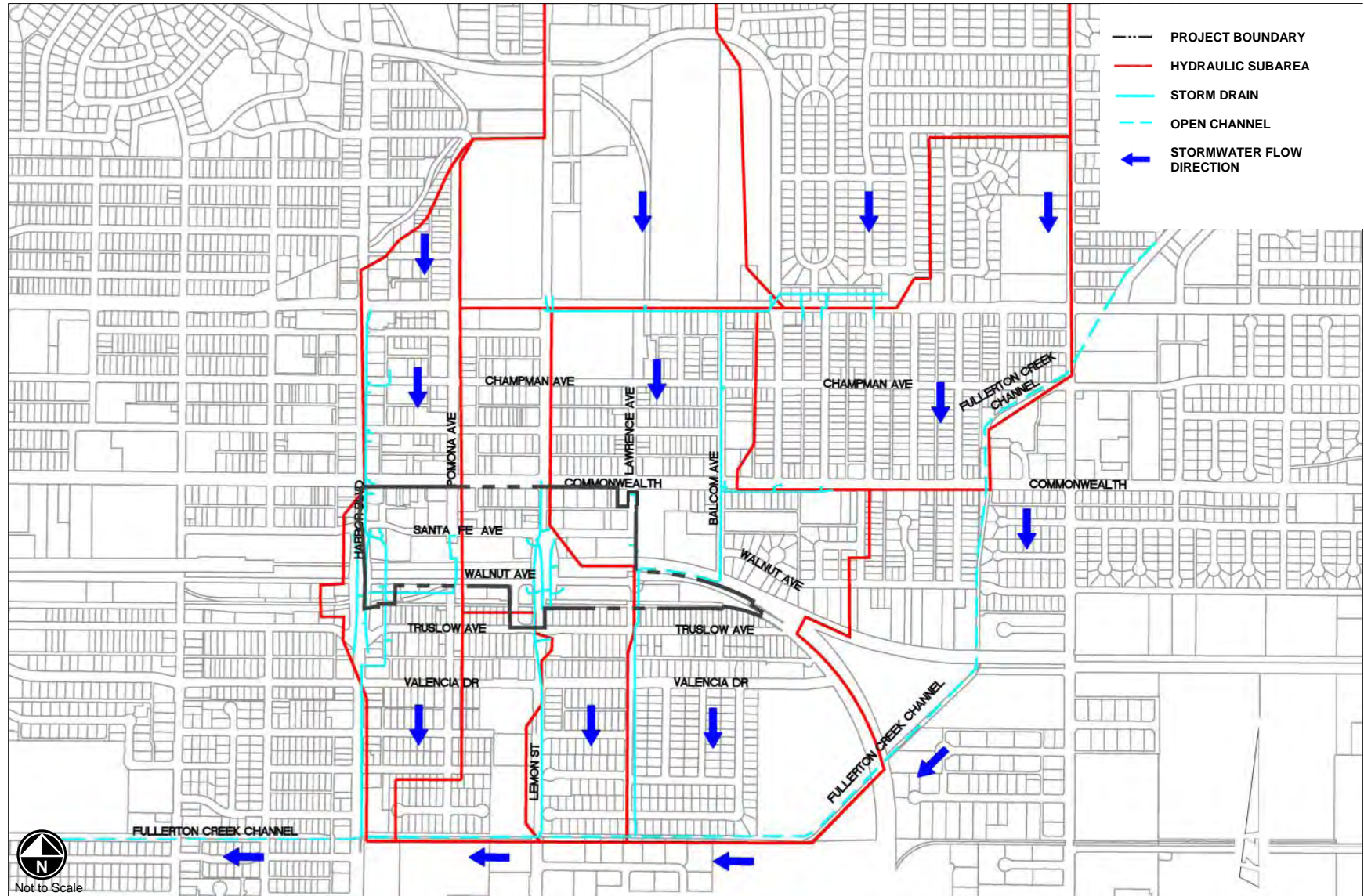
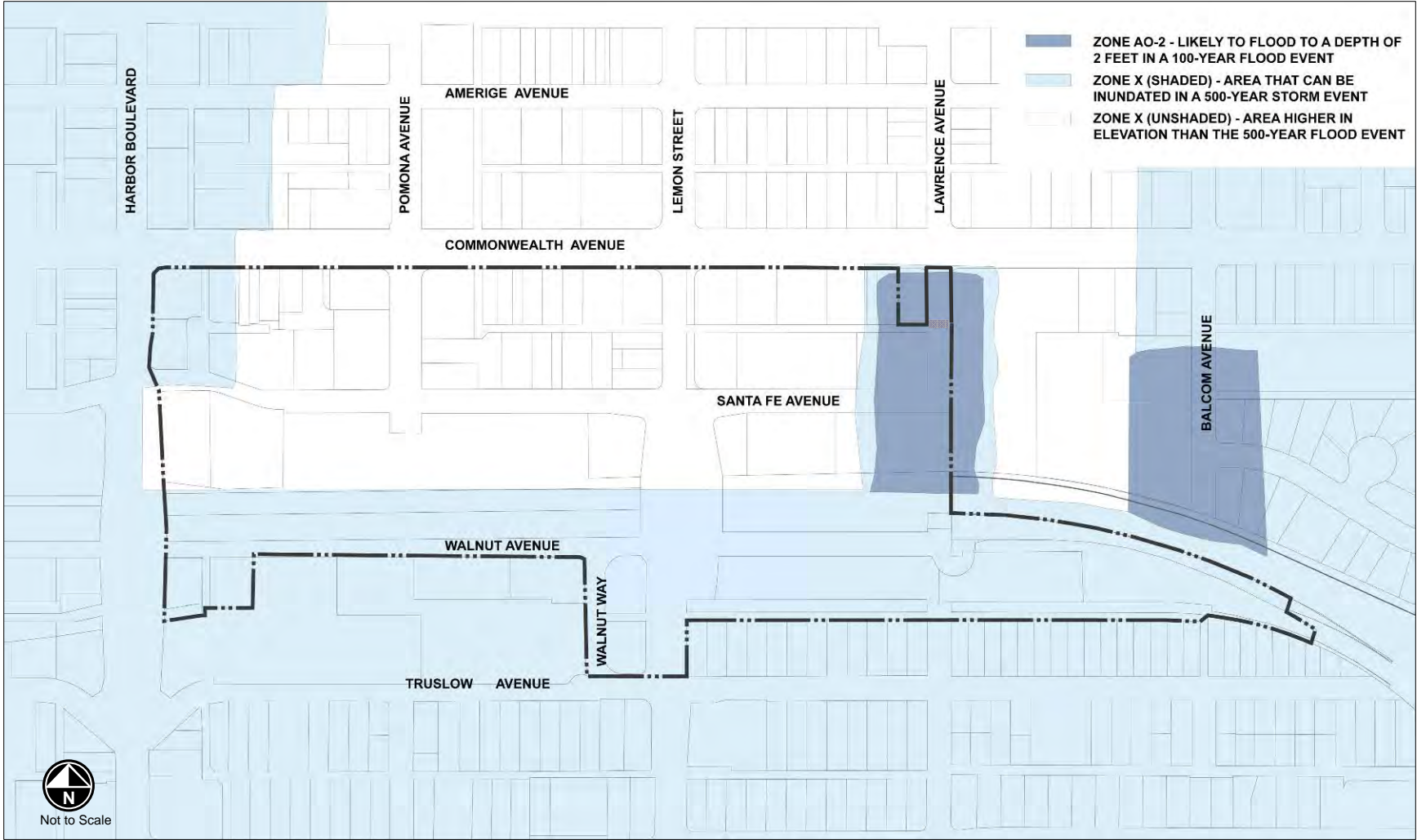


Figure 3-19: Special Flood Hazard Areas



3.6.2 Proposed Improvements

Domestic Water

A detailed technical study for domestic water improvements was prepared by Huitt Zollars. This study is on file with the City of Fullerton. The planned domestic water improvements for the FTC Specific Plan are summarized in this section.

Net Zero Water Impact on City's Existing Water Supplies

As more and more growth and development occur within the arid Southern California region, meeting the water demands of a growing population is becoming more and more of a challenge, especially in drought years. The City of Fullerton is committed to responsible growth and development that does not have a negative impact on the City's existing water supplies. Further, the City of Fullerton wants to ensure that new growth and development does not decrease the amount of water that is currently available to existing residents and businesses.

All development within the FTC Specific Plan will achieve no impacts ("net zero") on the City's water supply. To implement this standard, development projects will need to fund water conservation projects in other locations in the City, participate in water conservation programs that directly benefit City residents, and/or obtain water from a completely new source of water. A development project in the FTC Specific Plan could also participate in regional water conservation efforts and/or projects when it can be shown to achieve a direct and quantifiable affect on the City's water supply. Below are a few examples of how the net zero standard can be achieved. In addition to these examples, the City recognizes that there are other ways that the net zero standard can be achieved.

Therefore, the examples provided do not represent an exhaustive list of solutions that can be pursued to achieve the net zero standard.

- Turf Replacement Projects in Parks and Recreation Facilities: Irrigated turf within parks and recreation facilities require a substantial amount of annual water. A developer within the FTC Specific Plan Area could fund a project to replace irrigated turf with artificial turf. The amount of water saved on an annual basis could then be transferred to serve the project within the FTC Specific Plan area. For example, if a developer funds a turf replacement project that saves 100 acre feet of water per year, the project within the FTC Specific Plan would then have 100-acre feet of water available for development.
- Replacing Existing Water Fixtures with Water Efficient fixtures: Many older buildings have conventional toilets, faucets, and shower fixtures that use high amounts of water. New fixtures, such as low-flow toilets, water-less urinals, and low flow faucets and showers, are more water efficient. Replacing older fixtures in other locations in the City would generate water savings, which would be "transferred" to the FTC Specific Plan area. This approach could be implemented by the developer funding a specific project to upgrade water fixtures within existing buildings (such as City buildings, an office park, or office building), or by having the developer pay a fee that is pooled with other funds to pay for water fixture replacement projects throughout the City.

- Recycled Water Project: The City of Fullerton currently does not use recycled water for irrigation of landscaping and park facilities. The City of Fullerton has identified an opportunity to construct a batch wastewater treatment plant at the Coyote Hills Golf Course. This facility would treat wastewater, which would then be used to irrigate the golf course. The Coyote Hills Golf Course currently uses 400 acre feet of domestic water per year for irrigation. By implementing this project, the City could save a substantial amount of water, which could then be transferred to developers within the FTC Specific Plan Area.
- Obtaining a Completely New Water Supply: Developers would have the right to obtain a completely new source of water for their project. By obtaining a completely new source, their project would not impact the City’s existing water supply. New sources of water that will likely be available in the future include water from regional desalination plants, such as the proposed Huntington Beach Desalination Facility.

Infrastructure Improvements

To serve the proposed redevelopment of the Specific Plan Area, improvements to the existing domestic water system would need to occur to provide adequate water demand pressure and fire flow requirements to the future developments. With the exception of an off-site improvement on Lawrence Avenue (between Truslow Avenue and the southern boundary of the Specific Plan Area), all of the improvements would be located within the FTC Specific Plan Area boundary. The following domestic water improvements would generally be required:

- Removal of existing domestic water pipes and fire hydrants that are in conflict with proposed buildings and improvements.
- Replacement of substandard water pipes (4-inch and 6-inch pipes) with larger water pipes (8-inch to 12-inch pipes).
- Installation of new water pipes (8-inch and 12-inch pipes) and fire hydrants.

The improvements would occur in phases as properties redevelop. Figure 3-20 shows the proposed domestic water improvements within the FTC Specific Plan Area.

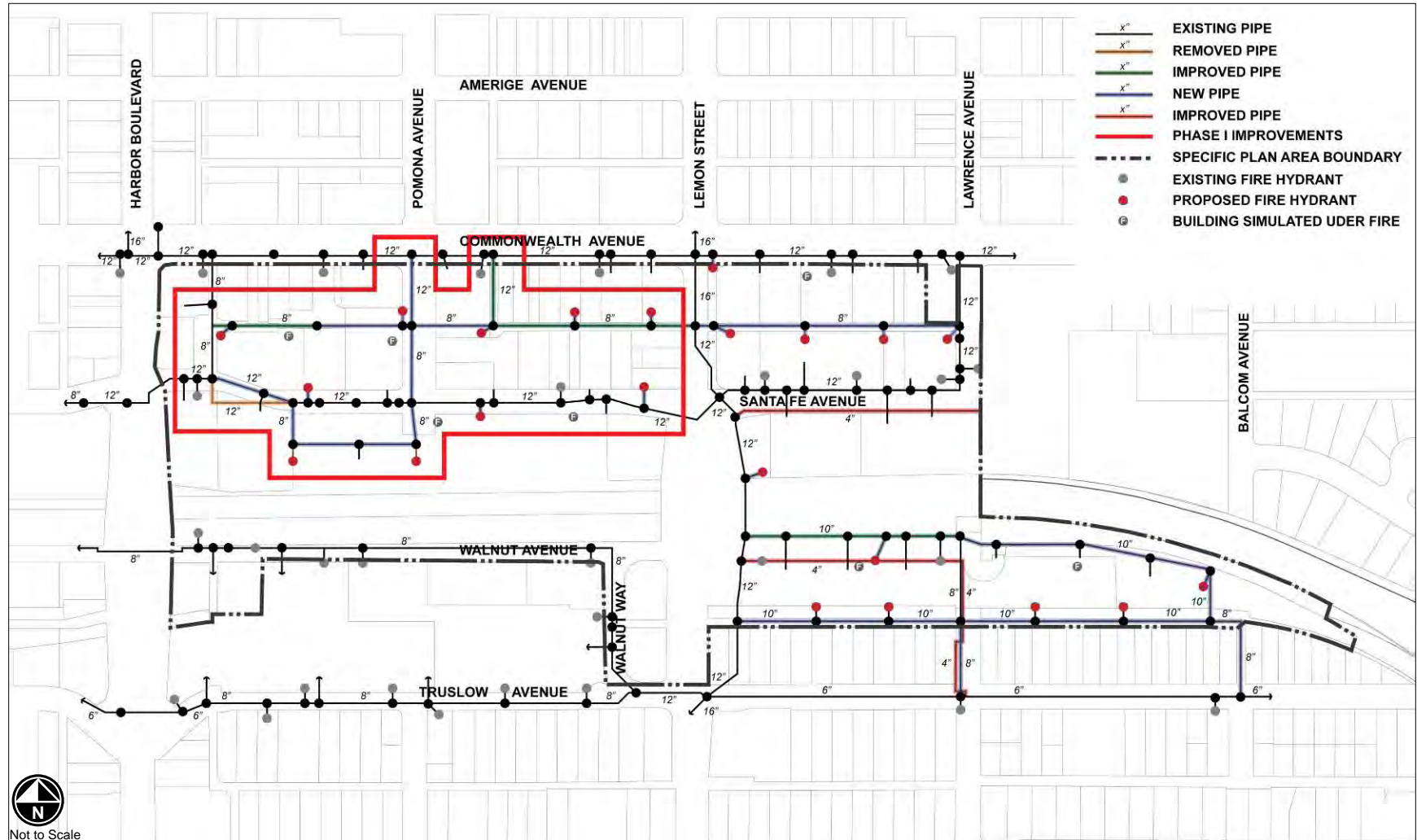
Sanitary Sewer

Detailed technical studies for sanitary sewer improvements were prepared by Huitt Zollars and RMC Water and Environment. These studies are on file with the City of Fullerton. The planned sanitary sewer improvements for the FTC Specific Plan are summarized in this section.

To serve the proposed redevelopment of the Specific Plan Area, the following sanitary sewer improvements would generally be required:

- Removal of substandard sewer lines and manholes.
- Removal of existing sewer lines that are in conflict with proposed buildings and improvements.
- Installation of new manholes and sewer lines needed for servicing future developments.

Figure 3-20: Proposed Domestic Water Improvements



In addition, projects within the FTC Specific Plan would be required to pay mitigation fees (based on a fair share contribution) to fund the installation of an off-site sewer main within Santa Fe Avenue (between Harbor Boulevard and Highland Avenue) and within Highland Avenue (between Santa Fe Avenue and Commonwealth Avenue). This downstream improvement was recently constructed by the City of Fullerton, partly in anticipation of development within the FTC Specific Plan Area.

The improvements would occur in phases as properties redevelop. Figure 3-21 shows the proposed sanitary sewer improvements within and outside of the FTC Specific Plan Area.

Storm Drain

Detailed technical studies for water quality and storm drain improvements were prepared by Huitt Zollars. These studies are on file with the City of Fullerton. The planned water quality and storm drain improvements for the FTC Specific Plan are summarized in this section.

To serve the proposed redevelopment of the Specific Plan Area, additions and improvements to the existing storm drain infrastructure would need to occur to meet current and anticipated water quality standards. All improvements would be located within the FTC Specific Plan boundary (off-site improvements are not required). The following water quality improvements would generally be required:

- The installation of low impact development stormwater treatment features, such as bioretention cells, bioswales, and flow-through planters) within individual development projects. These features can

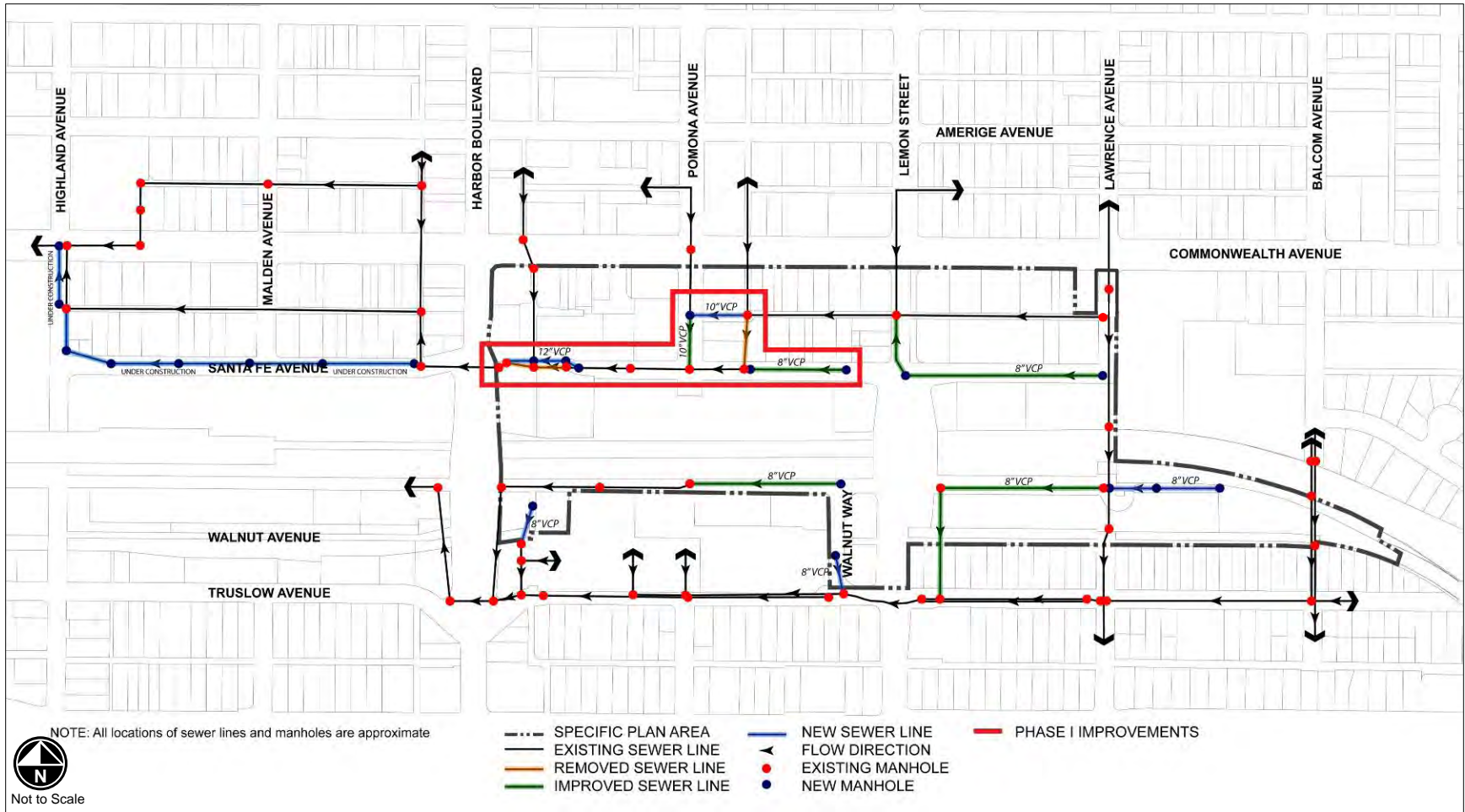
be natural systems, proprietary systems, or design build systems that are placed within building setbacks (if required), surface parking lots (if provided), and common open space areas, such as courtyards, patios, and roof gardens.

- The installation of Filterra Bioretention Systems® (or an equivalent product) to treat stormwater runoff from roads, alleys and public paseos.
- The integration of biofiltration systems into the design of the Transit Plaza, North Neighborhood Park, and South Neighborhood Park(s) to treat surface flow from these public spaces. The installation of new storm drain lines to serve existing and new development. Existing storm drains would remain in place and would not have to be upgraded as a result of future development.

The improvements would occur in phases as properties redevelop. Figure 3-22 shows the proposed storm drain improvements within the FTC Specific Plan Area.

All public and private stormwater improvements would be designed to meet the applicable water quality control measures per the requirements of the Model Water Quality Management Plan adopted for the FTC Specific Plan. A Storm Water Pollution Prevention Plan (SWPPP) will also be required for all construction activities that disturb more than one acre. A SWPPP must include best management practices to mitigate stormwater runoff from construction sites.

Figure 3-21: Proposed Sanitary Sewer Improvements



Flooding

Projects within the Special Flood Hazard Area Zone AO-2 will be required to comply with floodplain management standards of the City of Fullerton. Habitable buildings within the SFHA shall be designed and constructed 1 foot minimum above the 100-year flood water surface elevation to ensure that the structure shall be protected from flooding events. A detailed hydrologic and hydraulic analysis could also be conducted for a specific project. This analysis could conclude that part of this area and/or future buildings could be located outside of the SFHA. The analysis could also conclude that the Federal Emergency Management Agency (FEMA) can amend or revise the maps through the placement of fill with a letter that states the property or building is not within the SFHA, thereby removing the need for purchasing flood insurance. These letters are called Letter of Map Amendment (LOMA) or Letter of Map Revision based on Fill (LOMR-F).

Cable, Internet, and Telephone

It is anticipated that Time Warner and/or AT&T would provide internet and telephone to the FTC Specific Plan Area, and Time Warner would provide cable service. These services are subject to city-wide franchise agreements with the City of Fullerton. Street and alleys would be improved with underground utilities to provide these services to future development projects. Existing overhead utilities would be removed.

Fiber Optics

A decade ago, the City of Fullerton established a Technology Working Group for the purpose of “assisting the City with the development of a Telecommunications Master Plan that incorporates wireless, fiber optic and new hybrid-fiber-coax (HFC) technologies.” As part of the City’s ongoing efforts to

build its communications and data system, and to maximize opportunities for telecommuting and economic development through innovation, the Specific Plan requires the installation of conduit lines and pull-boxes for fiber optic or hybrid-fiber-coax cables throughout the project area. The installation of conduit lines and pull-boxes will allow service providers to install fiber optics and/or HFC technology in the future, while avoiding the need to trench and repair streets and sidewalks. The entire project area will also be WiFi ready, building upon Downtown Fullerton’s existing WiFi system. Through this comprehensive system, access to broadband will be facilitated for not only residents and workers in the area, but also anyone who spends time in or near the transportation center.

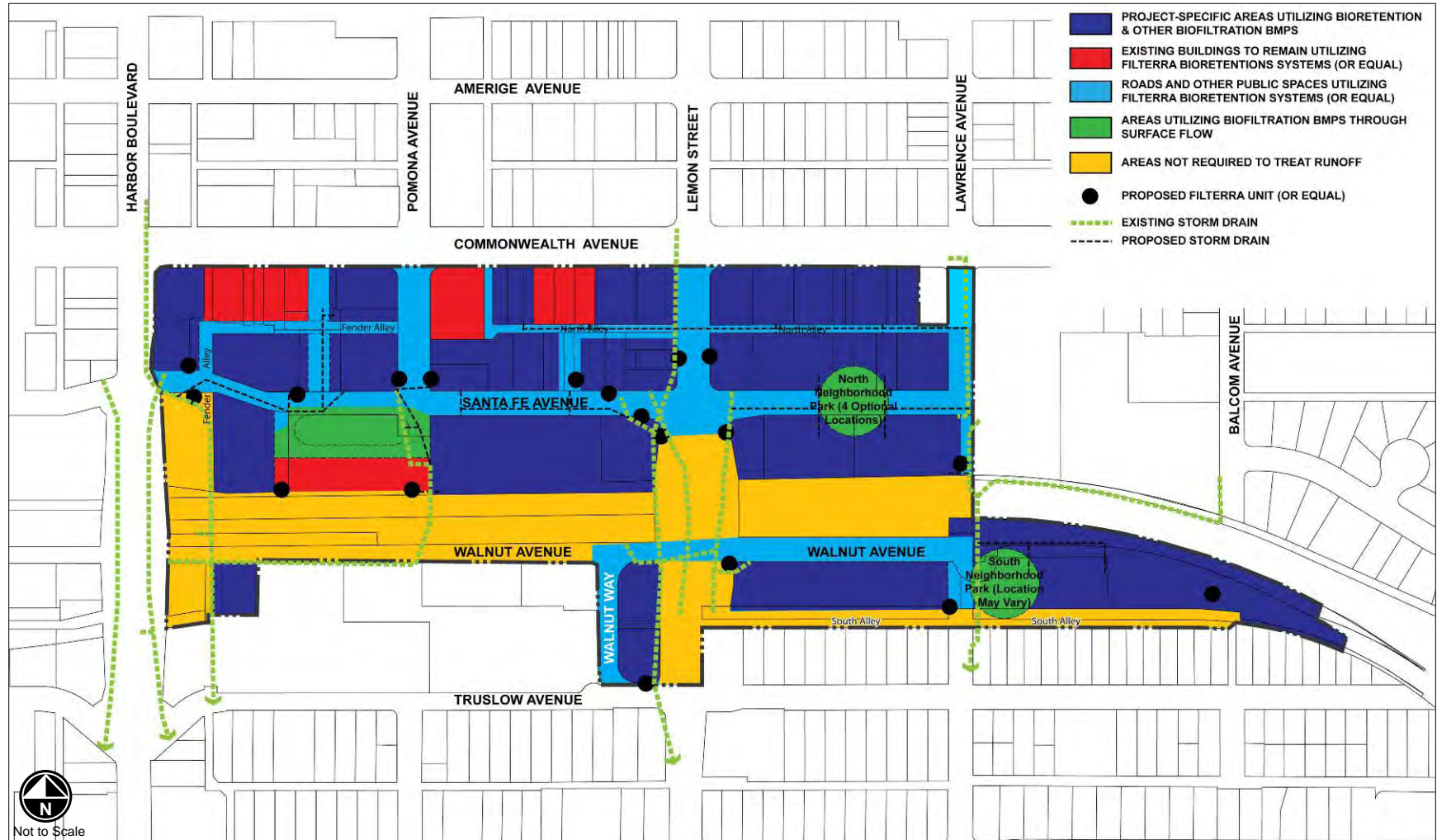
Electricity

Southern California Edison would provide main line electricity to the FTC Specific Plan Area. Streets and alleys would be improved with underground utilities to provide these services to future development projects. With the exception of major power lines going through the FTC Specific Plan Area to the electrical substation south of Walnut Avenue, all overhead utilities would be removed. In addition, solar power facilities may be installed to provide on-site power generation for individual developments.

Natural Gas

The Southern California Gas Company would provide natural gas to the FTC Specific Plan Area. Streets and alleys would be improved with underground utilities to serve future development projects in the FTC Specific Plan Area.

Figure 3-22: Proposed Storm Drain Improvements



3.7 COMMUNITY SERVICES

3.7.1 Existing Conditions

Solid Waste and Recycling Collection and Disposal

MG Disposal (Taormina Industries, LLC), under contract with the City of Fullerton, provides residential, commercial, and industrial trash and recycling collection services.

Fire Service

The Fullerton Fire Department provides fire service to the City of Fullerton. Fire Station #1 is currently located within the FTC Specific Plan Area, at 312 East Commonwealth Avenue.

Police Service

The Fullerton Police Department provides police service to the City of Fullerton. The Fullerton Police Station is located at the northeast corner of Commonwealth Avenue and Highland Avenue (approximately 2 blocks east of the FTC Specific Plan Area).

Schools

Public education services to the residents of Fullerton are provided by the Fullerton School District (Kindergarten to eighth grade) and the Fullerton Joint Unified High School District (ninth through twelfth grade). The FTC Specific Plan Area is served by Maplewood Elementary School, Ladera Vista Junior High School, Beechwood Junior High School, and Fullerton Union High School.

3.7.2 Proposed Improvements

Solid Waste and Recycling Collection and Disposal

MG Disposal would continue to provide solid waste and recycling collection services to the FTC Specific Plan Area. All development projects would participate in the City’s recycling and green waste programs.

Fire Service

The City of Fullerton Fire Department will provide fire protection and medical response services to the Specific Plan Area. During Phase II, the existing Fire Station within the Specific Plan Area will be relocated to a nearby location and will continue to provide first response services to the FTC Specific Plan. Fire Stations #2 and #3 can also provide timely services to the Specific Plan Area if necessary. Fire Station #2 is located at 1732 West Valencia Drive and Fire Station #3 is located at 700 South Acacia Avenue. Both are approximately 2 miles from the Specific Plan Area.

Police Service

The City of Fullerton Police Department will provide police services to the FTC Specific Plan Area. Based on future demand, available funding, and direction from the City Council, a police substation could be provided within an existing or future storefront within the Specific Plan Area.

Schools

Maplewood Elementary School, Ladera Vista Junior High School, Beechwood Junior High School, and Fullerton Union High School are expected to continue to serve the FTC Specific Plan in the future.

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CHAPTER 4: REGULATING CODE

4.1 INTRODUCTION AND USER’S GUIDE

4.1.1 Applicability

The provisions of this Regulating Code are applicable to the parcels within the FTC Specific Plan Area (see Figure 1-2, Aerial View and Boundary of the Specific Plan Area). The City of Fullerton shall administer the provisions of this Regulating Code in accordance with the State of California Government Code and the City of Fullerton General Plan and Municipal Code. When this Regulating Code expressly provides that it controls over other provisions that may be in the Municipal Code, then the zoning, development and design standards, and design guidelines set forth in this Regulating Code shall govern properties within the FTC Specific Plan Area; otherwise, any and all provisions in the Municipal Code, including but not limited to provisions in Title 15 (Zoning), that are not expressly made inapplicable by the FTC Specific Plan shall govern properties within the FTC Specific Plan Area. Nothing in the FTC Specific Plan limits or shall be deemed to limit the City’s authority to charge or levy on properties in the FTC Specific Plan Area any current or future fees, assessments, taxes, or charges adopted or existing pursuant to law. Except for property owners with legal non-conforming uses (see Section 4.1.3, Non-Conformities) that were established prior to the adoption of this Specific Plan, all property owners shall be required to adhere to the regulations of this Regulating Code and all other applicable sections of this Specific Plan.

4.1.2 Form-Based Regulations and Design Review

Form-Based Regulations

The development standards within this Regulating Code are form-based regulations. Form-based regulations are different from conventional zoning regulations. Conventional zoning regulations generally focus on the allowed uses of property and the allowed density or intensity of development. Conventional zoning regulations have very little control over the design of buildings and properties.

Form-based regulations reverse the emphasis of conventional zoning. Rather than focusing on allowed uses and the density and intensity of development, form-based regulations focus on the design of buildings and how building frontages relate to streets and public spaces. Form-based regulations also establish standards for the design of streets and public spaces. When form-based building standards, street standards, and public space standards are used, a specific pattern of development can be achieved in accordance with the envisioned future of the neighborhood or district. The form-based regulations within this Regulating Code are intended to produce the envisioned types of developments within the FTC Specific Plan Area.

Design Review

A design review process is provided for projects within the FTC Specific Plan area that is different than the process identified by the Fullerton Municipal Code. This process is described below.

Town Architect

The design review process shall be conducted by the City of Fullerton Town Architect. The Town Architect is a licensed

City of Fullerton

architect (or architectural firm) with demonstrated experience in historic preservation and implementing the Secretary of Interior's Standard for the Treatment of Historic Properties. The Town Architect shall be a LEED Accredited Professional (or an architecture firm with LEED Accredited Professionals).

The Town Architect shall be contracted or employed by the City to review and advise the Director of Community Development on matters relating to the physical design (including architecture, historic compatibility, sustainability, site design, signs, and landscaping) of all development projects in the FTC Specific Plan Area. The Town Architect is selected by the City of Fullerton based on the City's professional services procurement process. The selection shall be made from a list of architects or architectural firms that have been interviewed and approved by the City's Redevelopment Design Review Committee (RDRC). The Director of Community Development may remove any firm from the approved list at any time. The removal does not require a noticed public hearing. Nothing shall prevent multiple architects or architectural firms from serving as the Town Architect concurrently or on separate development proposals. Permit processing fees shall be charged to the applicant in the form of a deposit, which shall cover the cost of administrative review, public hearings, notification, environmental review, and reimbursement of the services of the Town Architect.

Design Review and Approval Process

The Community Development Department shall establish and publish a list of submittal requirements for development applications within the FTC Specific Plan Area. The Director of Community Development may waive specific submittal requirements if not needed to review a development application. The project applicant is responsible for submitting

application materials and related fees to the Community Development Department.

At the time of development application submittal, the applicant may be required to provide the City with a Preliminary LEED Checklist and Historic Compatibility Analysis (HCA).

The LEED Checklist is required for new construction of Mixed-Use A, Mixed-Use B, Mixed-Use C buildings (see Section 4.4), and Additional Building Types (see section 4.4.2). It is not required for renovations, modifications, and alterations to existing structures and historic buildings. The Preliminary LEED Checklist shall document how the project will meet the LEED Equivalency Standard.

The HCA shall identify compliance with the Secretary of Interior's Standards for the Treatment of Historic Properties. The HCA shall be required for new construction on properties adjacent to or in the immediate area of historic resources within or outside the FTC Specific Plan. The HCA report shall be prepared by a licensed architect with demonstrated experience in historic preservation and implementing the Secretary of Interior Standards for the Treatment of Historic Properties.

The Director of Community Development may waive the requirement for submitting an HCA when a project is clearly not adjacent to or in the immediate area of an historic resource, and there is no reasonably foreseeable possibility of direct or indirect impacts to an historic resource.

An HCA shall define the following:

- Area of Potential Effect (APE) within which a proposed development may indirectly cause changes in the character of historic properties, if such properties exist in the proximity of the proposed development.
- Location of historic and potentially historic properties in the APE, pursuant to Section 4.4.6 of the FTC Specific Plan.
- How the project’s mass, height and design components define the APE, and how they could potentially affect historic properties in the APE.
- Measures taken to ensure the proposed project is compatible with the historic structures within the APE, specifying how the proposal complies with the Secretary of Interior’s Standards for the Treatment of Historic Properties.
- The qualifications of the historic architect that prepared the HCA.

The HCA shall list the qualifications of the historic architect who prepared the document. The intent of requiring an applicant to prepare an HCA as part of the application process is to assure that the development project considers the Secretary of Interior’s Standards for the Treatment of Historic Properties early on in its design, rather than requiring a development project to be modified after a full development concept has been submitted to the City.

Once an application is deemed complete by the Community Development Department, the project shall be reviewed by the City staff and Town Architect to determine if the project is in compliance with the goals and objectives of the Specific Plan. The City staff and Town Architect will provide written findings

and a recommendation to the Director of Community Development. After written findings are prepared, but prior to the Director’s determination or Director’s recommendation to the Planning Commission, the Town Architect shall consult with the RDRC at a public meeting. The Town Architect shall present his findings and afford the RDRC and public an opportunity to ask questions and provide comment. The Town Architect’s recommendation will be focused on the physical design of the project, including compliance with the Secretary of Interior’s Standards for the Treatment of Historic Properties, the Specific Plan Regulating Code, and LEED criteria. City staff shall also prepare a CEQA environmental checklist.

Projects that have the following characteristics may be approved by the Director of Community Development:

- The project does not require a Major Exception, Conditional Use Permit, Variance, Tract Map, and/or Parcel Map.
- The project does not propose to modify a historic structure as identified in Section 4.4.6.
- The project does not propose to modify a potentially historic structure, as identified in Section 4.4.6, unless an analysis has been conducted and certified by the Planning/Landmarks Commission, which either states (a) the potentially historic structure is not historically significant, pursuant to documented evidence, or (b) categorizes the historically significant characteristics of the structure and identifies measures under which a project may be approved without impacting the historically significant characteristics.
- The project is consistent with the certified Final Program Environmental Impact Reports (FPEIR) and

its associated mitigation measures, and any associated environmental analyses that are subsequently adopted.

Projects that have any one of the following characteristics shall require review and approval by the Planning Commission:

- The proposal requires a Major Exception, Conditional Use Permit, Variance, Tract Map, and/or Parcel Map.
- The project proposes to modify a historic structure, as identified in Section 4.4.6. In such a case, the project shall be reviewed pursuant to the City's Landmark Ordinance (FMC Chapter 15.48).
- The project proposes to modify a potentially historic structure, as identified in Section 4.4.6, wherein an analysis substantiating or invalidating the historic status has not been previously adopted by the Planning/Landmarks Commission.
- The project requires CEQA review.

Projects that include an abandonment, adjustment to a City property line (excluding roadway widening in compliance with the street standards in this Specific Plan) or an amendment to this FTC Specific Plan shall require City Council approval. The Planning Commission shall review the proposal and make a recommendation to the City Council. An amendment to the FTC Specific Plan shall be processed pursuant to Fullerton Municipal Code Chapter 15.72, except that all references to the Zoning Ordinance and Zoning Amendment in Chapter 15.72 shall correspond to and equate with a reference to the FTC Specific Plan and Specific Plan Amendment, respectively.

Unless determined necessary by the Director of Community Development, projects in the FTC Specific Plan shall not go before the Redevelopment Design Review Committee (RDRC)

prior to the Planning Commission hearing. It is the intent of the Regulating Code to incorporate design standards and guidelines that assure general compliance with the Downtown's character. The Town Architect, rather than the RDRC, provides design review recommendations to the Director of Community Development based on the design standards and guidelines established in the Regulating Code. The Director shall make a recommendation to the Planning Commission at a noticed public hearing.

Public Notices and Appeals

The review of a development proposal by the Director of Community Development and/or the Planning Commission shall be publicly noticed by the Community Development Department, unless otherwise identified herein.

The procedures for noticing a project considered by the Director of Community Development shall be pursuant to Fullerton Municipal Code Section 14.66.040, except that notice shall be given to all property owners within 300 feet of a project site, and references to the Zoning Administrator in Section 15.66.040 shall correspond to and equate with the director of Community Development.

The procedures for noticing a public hearing before the Planning Commission shall be pursuant to Fullerton Municipal Code Section 15.76.040, and 15.72.040 for amendments.

An appeal of a decision by the Director of Community Development or Planning Commission must be filed within 10 working days following the determination, except that a Planning Commission denial of a Specific Plan amendment shall be limited to five days, pursuant to Fullerton Municipal

Code section 15.72.050 and California Government Code Section 65856.a.

An appeal filed within the appeal period must include appeal fees and identify, in writing, the grounds for which the appellant believes the decision should be overturned. An appeal of a decision by the Director of Community Development shall be scheduled for review by the Planning Commission. An appeal of a decision by the Planning Commission shall be scheduled for review by the City Council. All appeals shall be heard within 60 days following the date the appeal is filed, unless a later date is agreed to by the project applicant and the City. Public notice of the appeal hearing shall be provided pursuant to FMC Chapter 15.76.040.

The Planning Commission and/or City Council, as the case may be, shall consider the grounds of the appeal as specified in the written statement filed by the appellant.

All projects that require review pursuant to the California Environmental Quality Act (CEQA) shall be noticed pursuant to CEQA. Said notification may require a longer timeline and additional procedure than specified by FMC sections 15.66.040, 15.72.040, and 15.76.040.

4.1.3 Non-Conformities

All legal uses and buildings in existence prior to the adoption of this Specific Plan shall be considered legal non-conforming uses and buildings unless they are consistent with the standards, regulations and guidelines of this Regulating Code. Chapter 15.64 of the Fullerton Municipal Code, Nonconforming Land Uses, shall be used to regulate nonconforming uses and buildings. Legal nonconforming industrial and manufacturing

uses within the Specific Plan area shall be required to continue to be in compliance with Chapter 15.40.080 of the Fullerton Municipal Code, which includes “environmental pollution” requirements.

Additions to legal non-conforming buildings are allowed to the extent permitted by Fullerton Municipal Code, Chapter 15.64.040, except the additional standards shall apply:

- The Regulating Code’s standard for Minimum Number of Floors shall not apply to additions to existing buildings that are non-conforming due to the Minimum Number of Floors.
- For an addition(s) at the rear of an existing non-conforming building(s), the Build-To-Zone and Frontage standards of the Regulating Code shall not apply. Additions that are located between the existing non-conforming building(s) and a street shall comply with the Build-To-Zone and Frontage Standards of this Regulating Code. The Director of Community Development may waive the following Frontage Standards: Ground Floor: Floor Elevation; and Ground Floor: Height.
- Should an addition to a non-conforming building occur, the facades of the existing non-conforming building(s) shall not be required to comply with the design standards of this Regulating Code.
- Should an addition to a non-conforming building occur, the landscaping of the site shall be upgraded to comply with the landscaping standards contained within this Regulating Code.

4.1.4 Exceptions and Variances

A deviation from the development standards of this Regulating Code (excluding the land use and building uses standards) may be approved by either a Variance or Exception. The Director of Community Development shall determine if the requested relief requires a Variance or Exception.

Variance

A Variance may be permitted when practical difficulties, unnecessary hardship, or results inconsistent with the general purpose of this Regulating Code result through the strict and literal interpretation and enforcement of a standard. The sole purpose of a Variance is to grant relief from a specific regulation because of a special circumstance related to the property that would deprive the property from privileges commonly enjoyed by other properties in the same vicinity and zone. A Variance shall not be granted if it gives special privileges not shared by other property in the same vicinity and zone. The process for obtaining a Variance from this Code shall be regulated by Chapter 15.68, Variances, of the Fullerton Municipal Code. The following findings shall be made to issue a Variance:

- Because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of this Regulating Code deprives such property of privileges enjoyed by other properties in the vicinity that are subject to the identical development standards.
- The adjustment thereby authorized does not constitute a grant of special privileges inconsistent with the

limitations upon other properties in the vicinity that are subject to the identical development standards.

- The adjustment does not authorize a use or activity that is not otherwise expressly authorized by land use regulations governing the parcel of property.

The Community Development Department shall keep a permanent record of all decisions of the Planning Commission, as well as the ultimate disposition of those applications that are appealed. The record shall be available for public review.

Exception

An Exception is a modification from a specific design standard within this Regulating Code. An Exception is similar to a Variance in that it grants relief from a specific development standard. However, a variance allows for relief from a standard based on unique circumstances related to physical property. Exceptions allow for relief from a specific development standard that may not be related to unique site circumstances.

Minor Exceptions

Minor Exceptions may be granted by the Director of Community Development at his or her sole discretion if the following findings can be made:

- The exception would not modify a quantitative standard in question by more than 10 percent. For example, if the base standard for a height is 70 feet, the exception for maximum building height would not exceed 77 feet.
- The proposed design, with the granted exception, would meet the overall purpose and intent of this Regulating Code.

- The proposed Exception shall clearly demonstrate that the FTC Specific Plan goals and objectives (Section 2.4) are not being compromised despite the deviations from the standard.

The Director's determination may be appealed. If appealed, the Minor Exception shall be considered at a noticed public hearing before the Planning Commission. The process for appealing an Exception shall comply with the process outlined for a Zoning Adjustment (refer to section 15.66.070 of the Fullerton Municipal Code).

Major Exceptions

Major Exceptions shall be considered by the Planning Commission during a noticed public hearing. The Planning Commission must make the following findings to approve an exception:

- The Exception would not modify a quantitative standard in question by more than 20 percent. For example, if the base standard for a minimum setback is 5', the maximum allowed exception for the minimum setback would be 4' feet (a 20% reduction).
- The proposed design, with the granted exception, would meet the overall purpose and intent of this Regulating Code.
- The proposed building and site design features are of exceptional quality and warrant the approval of a project that would otherwise not be allowed by the FTC Specific Plan.
- The proposed Exception shall clearly demonstrate that the FTC Specific Plan goals and objectives (Chapter 2.4) are not being compromised despite the deviations from the standard.

4.1.5 Terms

The provisions of this Regulating Code are activated by "shall" when required, "should" when recommended (but not required) and "may" when allowed or optional. Technical terms in this Regulating Code are defined in Section 4.8. Those terms not defined in Section 4.8 shall be defined based on the definition within the Fullerton Municipal Code. Terms not defined in the Fullerton Municipal Code shall be defined by their commonly accepted meanings, as defined in a current Webster's dictionary.

4.1.6 Images and Diagrams

Images and diagrams are used liberally throughout this Regulating Code and are intended for illustrative purposes only. Specific development standards and regulations contained in this Regulating Code are the controlling language for the purposes of the development regulation. If a diagram is in conflict with the controlling regulation, the regulation shall rule and the diagram shall be updated by the Planning Division to prevent future confusion. Updates to inconsistent diagrams do not require a Specific Plan amendment.

4.1.7 Severability

If a court of competent jurisdiction determines that a provision of this Regulating Code is unconstitutional or invalid, that determination shall not affect the validity of other parts of this Code.

4.1.8 Violations

If a violation of a standard or requirement of this Regulating Code occurs during construction, site work, or operation of project, the Director of Community Development shall have the right to require the property owner to stop, remove, and/or mitigate the violation, or secure a Conditional Use Permit, Exception, or Variance to remedy the violation. All violations of the FTC Specific Plan shall be governed by and shall be processed in compliance with Chapters 1.08, Penalty Provisions, and 1.10, Administrative Citations, of the Fullerton Municipal Code. Additional legal actions may be implemented by the City Attorney's Office.

4.1.10 Interpretation

Whenever provisions contained in the FTC Specific Plan directly conflict with provisions in the Municipal Code, and the provisions in the Municipal Code are expressly made inapplicable by this FTC Specific Plan to properties within the FTC Specific Plan Area, the provisions of this Specific Plan shall govern. Any ambiguity concerning the content or application of the Specific Plan shall be resolved by the Director of Community Development or designee. Such interpretations shall take into account the stated goals and overall spirit and intent of the Specific Plan. Such interpretations may be appealed to the Planning Commission and ultimately the City Council in accordance with appeal procedures outlined in section 15.66.070 of the Fullerton Municipal Code

4.1.11 User's Guide

This Regulating Code contains standards for the design of streets, civic spaces, and buildings. To efficiently use this Regulating Code, the following steps are recommended when reviewing a project for compliance and ultimately approval of a development project:

- **Step 1:** Review Section 4.2, Streets and Alleys, to determine the street and alley improvements that are required in front of (or to the side or rear of) the property. As a condition of development, right-of-way acquisitions and/or public easements may be required to widen streets and alleys beyond existing conditions. Figure 4-1, Street, Alley, and Bike Path Regulating Plan, shows the locations of streets and alleys to be improved. Typical cross sections and design standards for the streets and alleys follow Figure 4-1.
- **Step 2:** Review Section 4.3, Civic Spaces, to determine the requirements for civic spaces. Figure 4-2, Civic Space Regulating Plan, shows the required and allowed locations for the types of civic spaces envisioned in the Specific Plan Area. Standards and guiding principles for the programming and design of each civic space are also provided.
- **Step 3:** Review Section 4.4, Buildings, to determine the types of buildings allowed within the Specific Plan Area. Figure 4-10, Building Regulating Plan, shows where the various types of buildings are allowed within the Specific Plan Area. Standards for each building type follow Figure 4-10. These standards shall be used to guide the project's design and the design

review process for projects within the Specific Plan Area.

- **Step 4:** Review Section 4.5, Architectural Standards and Guidelines, to determine the additional standards and guidelines for architectural design. The building standards in Section 4.4 address the overall form of the building. The architectural standards in Section 4.5 address more specific details related to architectural styles, facade articulation, and building materials.
- **Step 5:** Review Section 4.6, Landscape Standards and Guidelines, to determine the landscaping standards and guidelines for landscaping on private property.
- **Step 6:** Review Section 4.7, General Standards, to review additional standards that apply to all developments regulated by this Code. This section provides standards for various land uses, vehicle and bicycle parking requirements, stormwater management, operational standards, affordable housing, density bonuses, line of sight standards, and net-zero water requirements.
- **Step 7:** Review Section 4.8, Definitions, to define technical terms used within this Code.
- **Step 8:** Contact the City of Fullerton Community Development Department and/or Redevelopment Department to discuss specific questions or potential development opportunities within the FTC.

4.2 STREETS AND ALLEYS

4.2.1 Introduction

The existing street and alley network within the FTC Specific Plan Area would generally remain in place. However, certain streets would be improved with wider sidewalks, street trees, and streetscape amenities. Alleys would also be enhanced to function as attractive corridors that can be used by automobiles, service vehicles, and pedestrians. New street and alley connections would also be constructed in certain locations.

The Street, Alley, and Bike Path Regulating Plan for the Specific Plan Area is provided in Figure 4-1. This Regulating Plan identifies the existing streets and alleys to be improved and new street, alley, and bike path connections to be constructed. Design standards for the streets and alleys to be improved and constructed are provided after Figure 4-1.

4.2.2 Variations to Street, Alley, and Bike Route Regulating Plan

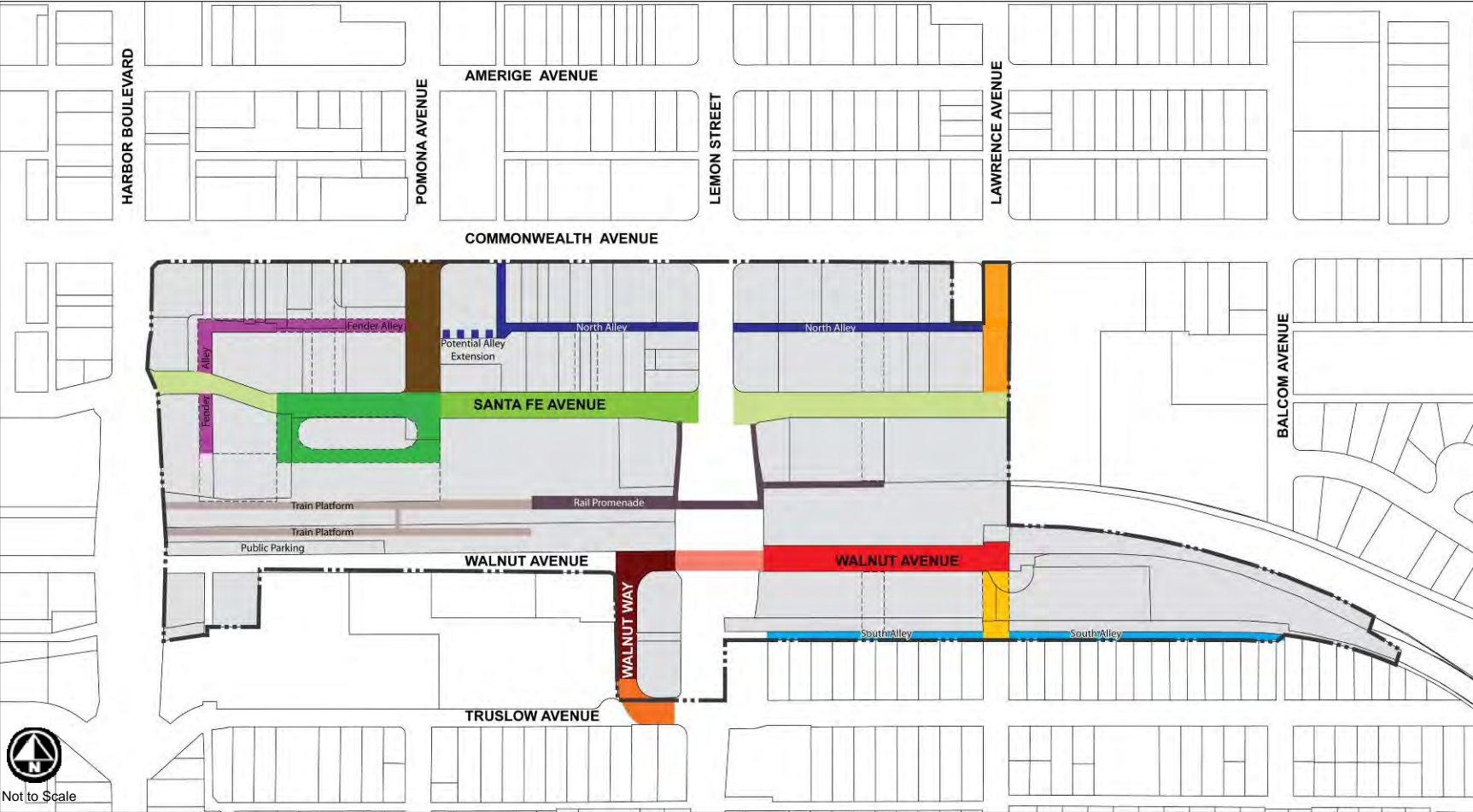
Property owners, developers, and/or the Fullerton Redevelopment Agency may propose an alternative street, alley, and bike path network for the blocks east of Lemon Street, north of the railroad corridor. The closure of the existing alley and the realignment of Santa Fe Street and Lawrence Avenue may be considered. All alternative street and alley networks would have to be processed as a public right-of-way abandonment, tract map, parcel map and/or lot line adjustment as dictated by State and/or local laws. All alternative street and alley networks must be approved by the

City Council before a public hearing. Prior to approval, the alternative street and alley network shall be reviewed by the Planning Commission.

All alternative street, alley, and bike path networks shall comply with the following standards:

- If Santa Fe Avenue and Lawrence Avenue are realigned, the realigned street segments shall connect Lemon Street to Commonwealth Avenue. The realigned street segments shall be accessible to the public through public dedication or by creating a public easement (if the street is privately owned and maintained). Gates that restrict public access, vehicle or otherwise, are prohibited over public dedications or easements.
- The North Neighborhood Park and Paseo D shall be accommodated within the alternative street and alley network (see Section 4.3, Civic Spaces).
- The alternative street and alley network shall be subject to additional environmental review as necessary to comply with CEQA.
- As part of the alternative street and alley network, alternative cross sections and design standards may be proposed for the realigned streets and alleys.
- The Rail Promenade (pedestrian/bike path) shall connect from the existing train platform across Lemon Street to the North Neighborhood Park and from the Rail Promenade to Santa Fe Avenue on both sides of Lemon Street (near property lines along Lemon Street). The location of the pedestrian/bike path may vary due to property ownership and the ability to negotiate acquisition with the BNSF Railway.

Figure 4-1: Street, Alley, and Bike Path Regulating Plan



- | | | | | |
|--|--|--|--|----------------|
| Santa Fe Avenue (General) | Lawrence Avenue (South of the Railroad Corridor) | Pomona Avenue | Walnut Way and Walnut Avenue (Lemon to Walnut Way) | Fender Alley |
| Santa Fe Avenue (Transit Plaza) | Lawrence Avenue (North of the Railroad Corridor) | Walnut Avenue (East of Lemon) | Walnut Way (Entry) | North Alley |
| Santa Fe Avenue (by FTC Parking Structure) | | Walnut Avenue Bridge (Over Lemon Street) | South Alley | Rail Promenade |

4.2.3 Sustainable Design Features

The purpose and intent

The purpose and intent of this section is to:

- Define the sustainable design features to be included in the design of all streets, alleys, and bike paths. Specific standards for each street are provided after this section.
- Establish minimum standards for the design of streets, alleys, and bike paths.

Descriptions of Design Features

Open-Joint Paving and Permeable Surfaces

Open-joint paving, such as pervious concrete, porous asphalt, unit pavers, and granular materials, allows rain water to pass through their surfaces and soak into the underlying ground. This reduces the amount of stormwater runoff that would otherwise flow from the street or alley.



Examples of open-joint paving and permeable surfaces.

Opportunities for the use of permeable paving systems include:

- Alley surfaces
- Crosswalks
- On-street parking lanes
- Sidewalks

Bio-Retention Cells

Bio-retention cells (also known as rain gardens or biocells) are vegetated basins that promote filtration of storm water runoff. They combine shrubs, grasses, and flowering perennials in depressions (approximately 6 to 8 inches deep) that allow water to pool, infiltrate, evaporate and/or slowly drain out within 48 to 72 hours. Additional design details include a soil planting depth between 18 inches to 4 feet deep (depending on plants selected), with a 2 to 3 inch mulch layer on top to protect from erosion. Perforated underdrains may discharge treated water back into the storm drain system as allowed by applicable regulations.

Bio-retention cells function as a soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. Pollutants removed by absorption include metals, phosphorus, and hydrocarbons. Filtration occurs as runoff passes through the bioretention area media, such as the plant cover and planting soil which aids in dropping out particulates, sediment, and pollutants absorbed onto sediment (including, for example, certain pesticides and pathogens). Nitrogen is removed by nitrifying and denitrifying bacteria, while aerobic bacteria are responsible for the decomposition of the organic matter. Bioretention systems can be proprietary structures or design-build structures.

Bio-retention systems on public properties in the FTC Specific Plan Area are identified in the stormwater management plan approved for the project, which is available for public review at the City of Fullerton.

Standards and guidelines

- A. When used, pervious paving systems shall be designed to maintain the load bearing weight of the vehicular traffic using the surface, including the weight of delivery trucks and emergency vehicles.
- B. All alleys shall be improved with open-joint paving and permeable surfaces.
- C. Open-joint paving and permeable pavers are encouraged within on-street parking lanes.
- D. Stormwater runoff from streets shall be treated by bio-retention cells that are installed within public sidewalks at select locations throughout the Specific Plan Area. The preliminary locations are identified in Figure 3-22. Final locations shall be determined in consultation with the City Engineer as the specific infrastructure plans for individual projects (or phases of development) are submitted to the City of Fullerton.
- E. Light-emitting Diode (LED) and/or solar-augmented street lights should be considered to reduce energy consumption.

4.2.4 Santa Fe Avenue (General) Design Standards

This section would be used for the segments of Santa Fe Avenue that are west of the Transit Plaza and east of Lemon Street. If Neighborhood Park Option A is developed, the street standards provided in Section 4.2.7 would apply to the segment of Santa Fe Avenue surrounding the park.

Purpose and Intent

The purpose and intent of this street is to:

- Serve as a primary entry point into the FTC Specific Plan Area.
- Serve as an identified internal bike route.
- Provide a source of on-street parking.
- Create a street that will accommodate transit vehicles, motorists, pedestrians, and bicyclists.
- Reflect the agricultural heritage of Fullerton by providing a palm hedgerow along the north side of the street (see Section 2.3.7, Palm Hedgerow).

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

Standards	
Design Speed	25 MPH
Existing Right-of-Way (ROW) Width	60'
Future ROW Width	70'
Curb-to-Curb Width	42'
Parking Lane Width	8'
Travel Lane Width	13'
Drainage Type	Curb, gutter, bio-retention cells, storm drain
Sidewalk Width	14'
Other Unique Features	“Sharrows” pavement markings (within travel lanes); at the intersection of Harbor Boulevard, parking may be eliminated to provide space for an additional turn lane to facilitate traffic flow.
Tree Species and Spacing ¹	South Side: Gingko biloba 'Autumn Gold' spaced at 25' maximum on center North Side: Gingko biloba 'Autumn Gold' and Washingtonia robusta intermittently spaced 15' maximum on center (alternating)
Notes	¹ The spacing of trees may be modified where curb cuts are required for driveway access. Alternate tree species with similar watering requirements and canopy, root, and seedling characteristics may be selected per the approval of the City of Fullerton Landscape Superintendent.



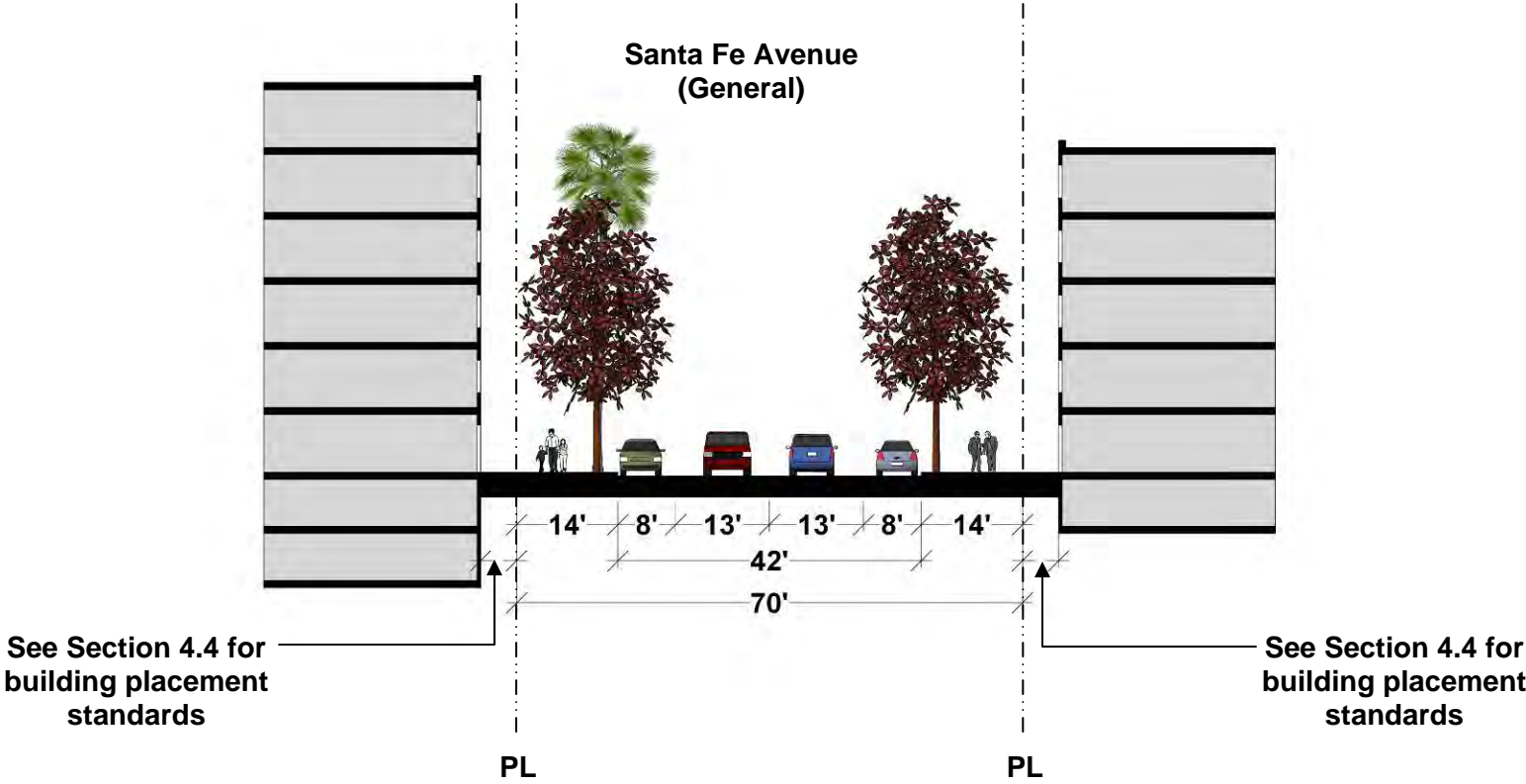
Ginkgo biloba 'Autumn Gold'



Washingtonia robusta



Sharrow within travel lanes



**4.2.5 Santa Fe Avenue (by FTC Parking Structure)
Design Standards**

This section would be used along Santa Fe Avenue between Pomona Avenue and Lemon Street. Along this segment, an additional lane is provided to facilitate bus and vehicle traffic to and from the FTC Parking Structure, the main parking facility in the FTC Specific Plan Area. The use of the additional travel lane will change at various locations to create the most efficient traffic movements at intersections, alleys, and driveways.

Purpose and Intent

The purpose and intent of this street is to:

- Provide efficient access to the FTC Parking Structure.
- Serve as an identified internal bike route.
- Provide a source of on-street parking.
- Create a street that will accommodate transit vehicles, motorists, pedestrians, and bicyclists.
- Reflect the agricultural heritage of Fullerton by providing a palm hedgerow along the north side of the street (see Section 2.3.7, Palm Hedgerow).

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

Standards	
Design Speed	25 MPH
Existing Right-of-Way (ROW) Width	60'
Future ROW Width	76'
Curb-to-Curb Width	52'
Parking Lane Width	8'
Travel Lane Width	12' travel lanes and 12' center lane
Drainage Type	Curb, gutter, bio-retention cells, storm drain
Sidewalk Width	12'
Other Unique Features	“Sharrows” pavement markings (within travel lanes) Striping and bike box at Pomona Avenue intersection directing bikes to bike path along eastern edge of the Transit Plaza
Tree Species and Spacing ¹	South Side: Gingko biloba 'Autumn Gold' spaced at 25' maximum on center North Side: Gingko biloba 'Autumn Gold' and Washingtonia robusta intermittently spaced 15' maximum on center (alternating)
Notes	¹ The spacing of trees may be modified where curb cuts are required for driveway access. Alternate tree species with similar watering requirements and canopy, root, and seedling characteristics may be selected per the approval of the City of Fullerton Landscape Superintendent.



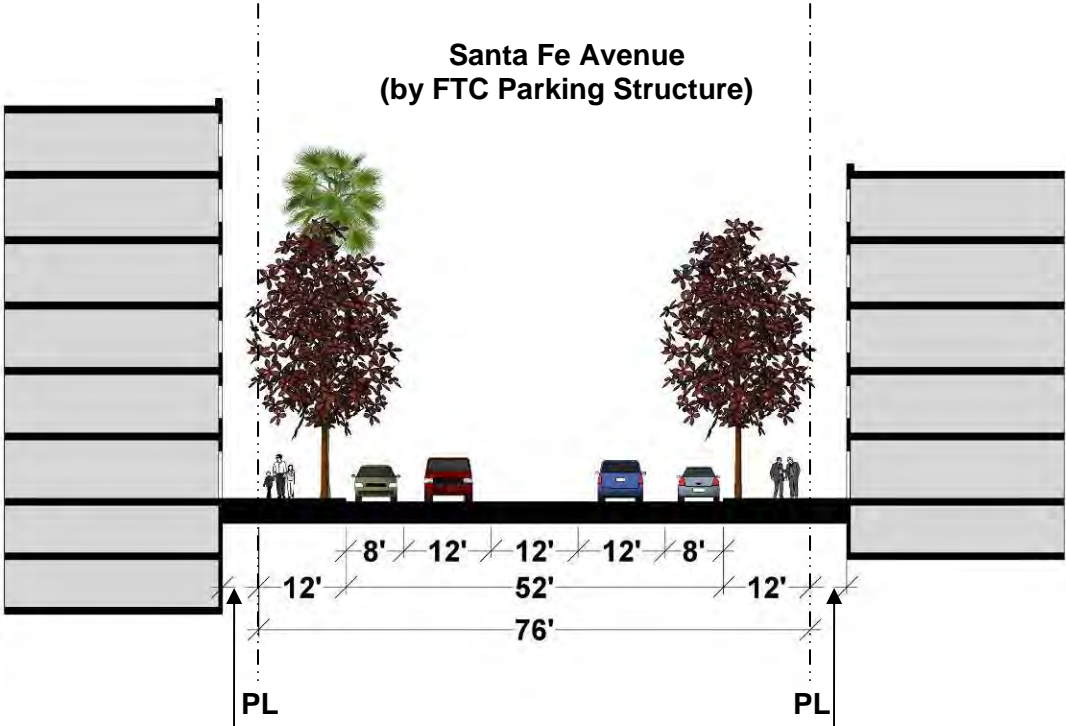
Ginkgo biloba 'Autumn Gold'



Washingtonia robusta

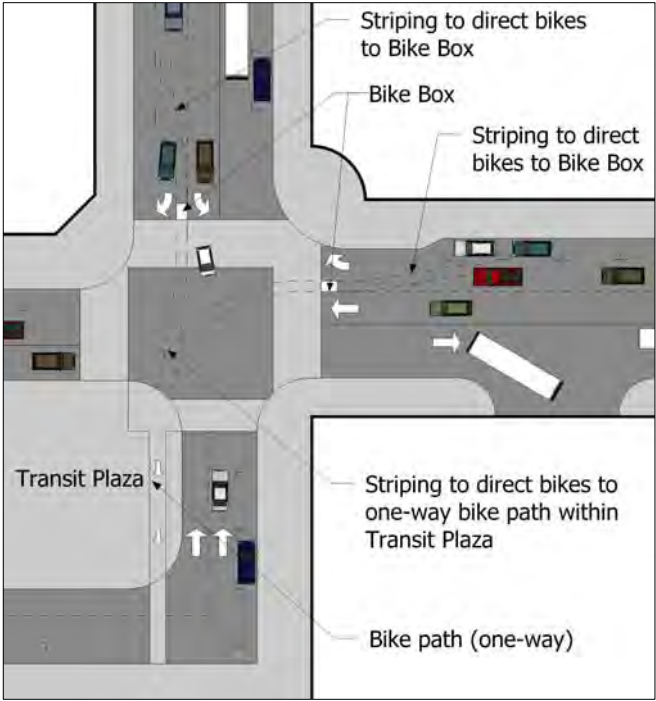


Sharrow within travel lanes



See Section 4.4 for building placement standards

See Section 4.4 for building placement standards



Concept for bikes entering Transit Plaza

4.2.6 Santa Fe Avenue (Transit Plaza) Design Standards

Purpose and Intent

The purpose and intent of this street is to:

- Provide for convenient drop-off and pick-up of passengers from the Train Depot.
- Serve as an identified internal bike route.
- Create a street that will accommodate motorists, pedestrians, and bicyclists.
- Design a street that seamlessly blends into the Transit Plaza by using similar paving and landscaping as the Transit Plaza. This is to allow the street to be temporarily closed for events.
- Reflect the agricultural heritage of Fullerton by providing a palm hedgerow along the north side of Santa Fe Avenue (see Section 2.3.7, Palm Hedgerow).

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

Standards	
Design Speed	20 MPH on Santa Fe Avenue and 15 MPH on one-way Plaza Road
Existing ROW Width	60'
Future ROW Width	160' (including Santa Fe Avenue, Transit Plaza, and one-way Plaza Road)
Curb-to-Curb Width	34' on Santa Fe Avenue and 28' on Plaza Road
Parking Lane Width	8'
Travel Lane Width	13' on Santa Fe Avenue and 10' on Plaza Road
Drainage Type	Curb, gutter, bio-retention cells, storm drain
Sidewalk Width	20' on Santa Fe Avenue, 20' on west and east side of one-way Plaza Road, varies on south side of one-way Plaza Road
Other Unique Features	Crosswalks, sidewalks, and street segments to the west, south, and east of the Transit Plaza would be designed with decorative paving that extends from the Transit Plaza; "Sharrow" pavement markings
Tree Species and Spacing ¹	South Side of Santa Fe: Gingko biloba 'Autumn Gold' spaced at 25' maximum on center North Side of Santa Fe: Gingko biloba 'Autumn Gold' and Washingtonia robusta intermittently spaced 15' maximum on center (alternating) One-Way Plaza Road: Platanus x acerifolia and Gingko biloba 'Autumn Gold' (spacing varies)
Notes	¹ The spacing of trees may be modified where curb cuts are required for driveway access. Alternate tree species with similar watering requirements and canopy, root, and seedling characteristics may be selected per the approval of the City of Fullerton Landscape Superintendent.

Fullerton Transportation Center Specific Plan



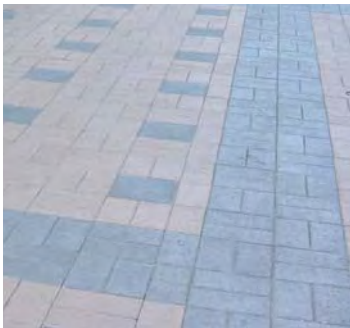
Ginkgo biloba 'Autumn Gold'



Washingtonia robusta



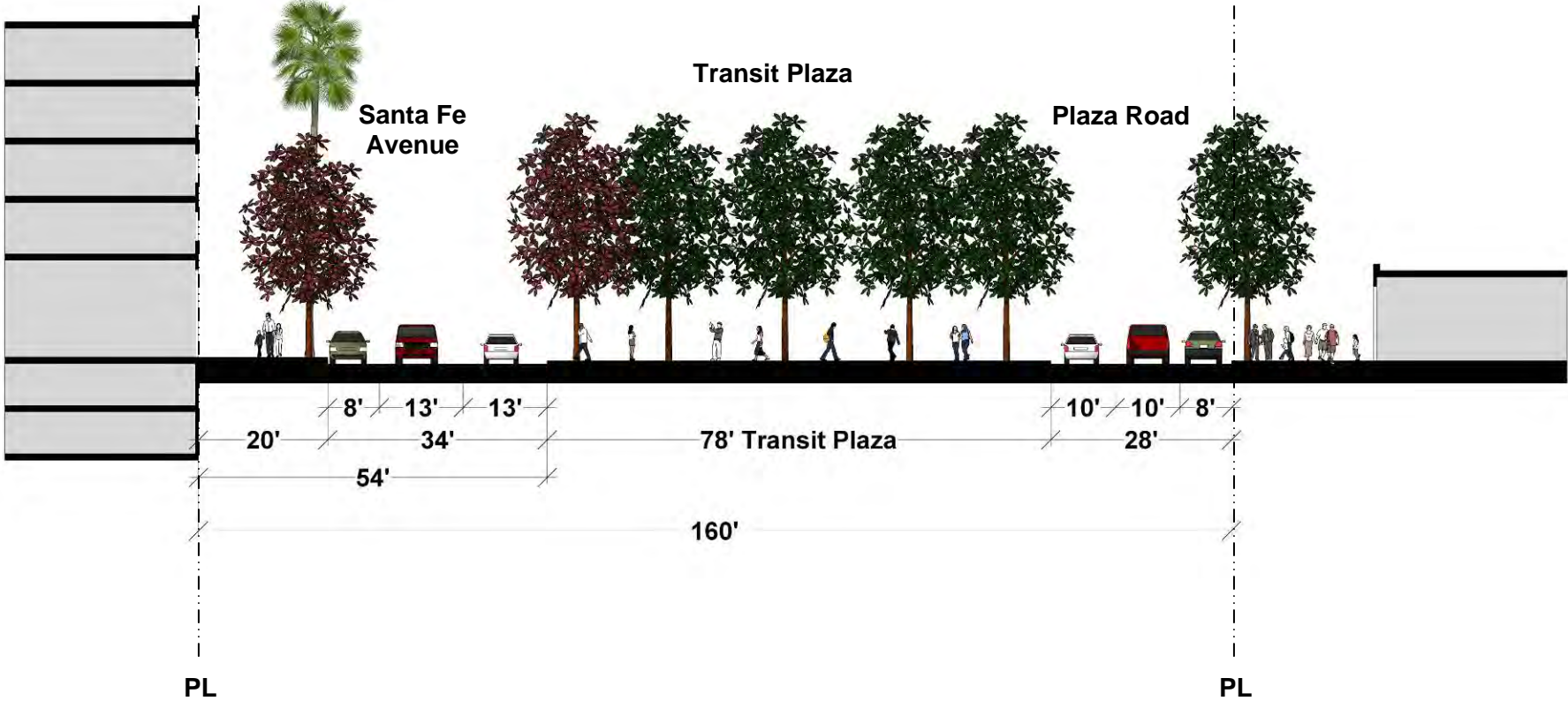
Platanus x acerifolia



Decorative Paving



Sharrow within travel lanes



4.2.7 Santa Fe Avenue (Neighborhood Park Option A) Design Standards

This section would only be used if the North Neighborhood Park Option A is developed. If Neighborhood Park Option B, C, or D is developed, the street standards provided in 4.2.4 would apply to Santa Fe Avenue.

Purpose and Intent

The purpose and intent of this section is to:

- Serve as an identified internal bike route.
- Provide a source of on-street parking.
- Create a street that will accommodate motorists, pedestrians, and bicyclists.
- Reflect the agricultural heritage of Fullerton by providing a palm hedgerow along the north side of the Neighborhood Park (see Section 2.3.7, Palm Hedgerow).

Refer to the images on the following pages for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

Standards	
Design Speed	15 MPH
Existing ROW Width	60'
Future ROW Width	140' (including the North Neighborhood Park)
Curb-to-Curb Width	34'
Parking Lane Width	8'
Travel Lane Width	13'
Drainage Type	Gutter, bio-retention cells, storm drain
Sidewalk Width	10'
Other Unique Features	Decorative paving to the north of the park that functions as a pedestrian zone and a 26' wide Fire access lane (cars are prohibited in this zone: see Figure 4-5); decorative paving on street south of park to slow vehicular speeds and create a pedestrian priority zone; "Sharrow" pavement markings (within travel lanes)
Tree Species and Spacing ¹ (see Figure 4-5)	Sidewalks north and south of park: Ginkgo biloba 'Autumn Gold' spaced at 30' maximum on center North edge of Park: Ginkgo biloba 'Autumn Gold' and Washingtonia robusta intermittently spaced 15' maximum on center (alternating) South edge of Park: Ginkgo biloba 'Autumn Gold' spaced 15' maximum on center West and east edges of Park: Lagerstroemia indica
Notes	¹ The spacing of trees may be modified where curb cuts are required for driveway access. Alternate tree species with similar watering requirements and canopy, root, and seedling characteristics may be selected per the approval of the City of Fullerton Landscape Superintendent.

Fullerton Transportation Center Specific Plan



Ginkgo biloba 'Autumn Gold'



Washingtonia robusta



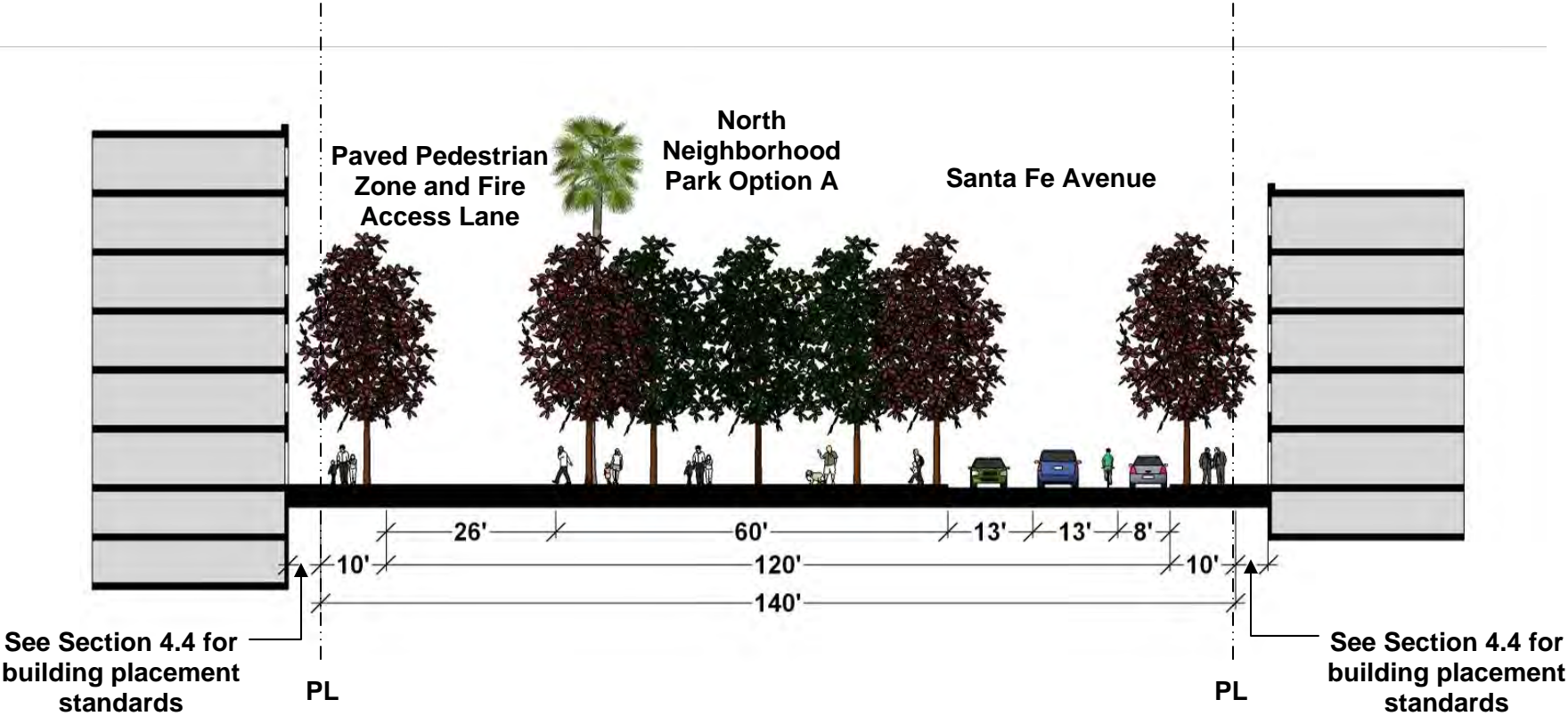
Lagerstroemia indica



Decorative Paving



Sharrow within travel lanes



4.2.8 Pomona Avenue Design Standards

Purpose and Intent

The purpose and intent of this street is to:

- Serve as a main entry point into the FTC Specific Plan Area.
- Provide access between Commonwealth Avenue and Santa Fe Avenue (and Fullerton Train Depot).
- Serve as an identified internal bike route.
- Create a street that will accommodate transit vehicles, motorists, pedestrians, and bicyclists.
- Design a street that can accommodate moderate-to-heavy volumes of traffic flow and efficiently navigate users to/from their destinations within the FTC Specific Plan Area.

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

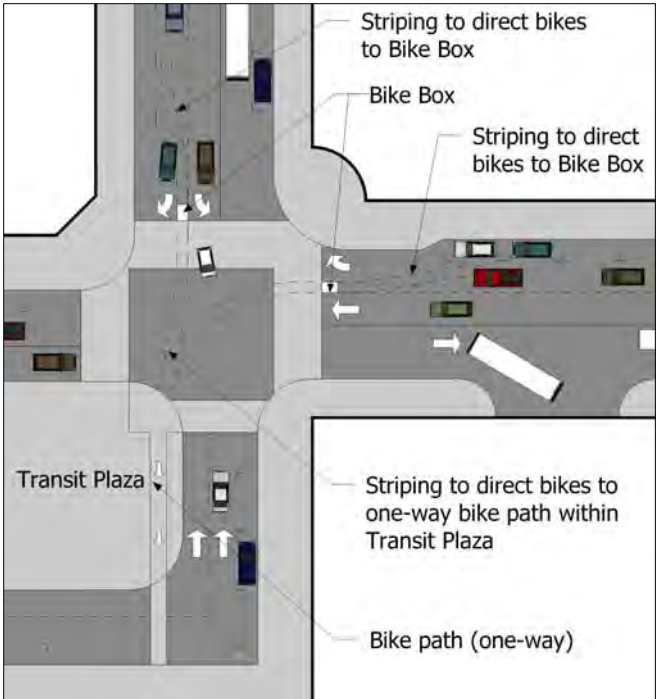
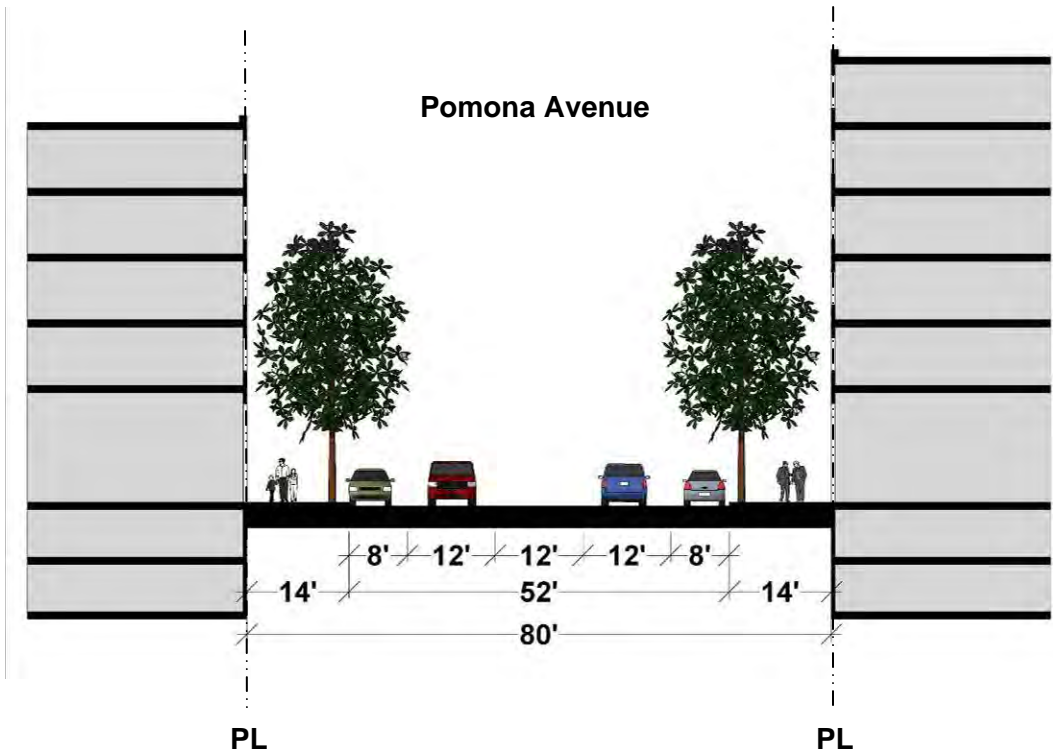
Standards	
Design Speed	25 MPH
Existing ROW Width	80'
Future ROW Width	80'
Curb-to-Curb Width	52'
Parking Lane Width	8'
Travel Lane Width	12' (one lane in each direction plus a center left-turn lane)
Drainage Type	Curb, gutter, bio-retention cells, storm drain
Sidewalk Width	14'
Other Unique Features	"Sharrow" pavement markings (within travel lanes) Striping and bike box at Santa Fe Avenue intersection directing bikes to bike path along eastern edge of the Transit Plaza
Tree Species and Spacing ¹	Magnolia grandiflora 'Samuel Sommer' spaced at 30' maximum on center
Notes	¹ The spacing of trees may be modified where curb cuts are required for driveway access. Alternate tree species with similar watering requirements and canopy, root, and seedling characteristics may be selected per the approval of the City of Fullerton Landscape Superintendent.



Magnolia grandiflora
'Samuel Sommer'



Sharrow within travel lanes



Concept for bikes entering Transit Plaza

**4.2.9 Lawrence Avenue (North of the Railroad Corridor)
Design Standards**

Purpose and Intent

The purpose and intent of this street is to:

- Provide access between Commonwealth Avenue and Santa Fe Avenue.
- Serve as an identified internal bike route.
- Provide a source of on-street parking.
- Create a street that will accommodate motorists, pedestrians, and bicyclists.
- Design a local street for residents and visitors that serves as an extension of Santa Fe Avenue and serves as the eastern gateway for local traffic north of the railroad corridor.

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

Standards	
Design Speed	25 MPH
Existing ROW Width	60'
Future ROW Width	60'
Curb-to-Curb Width	40'
Parking Lane Width	8'
Travel Lane Width	12'
Drainage Type	Curb, gutter, bio-retention cells, storm drain
Sidewalk Width	10'
Other Unique Features	"Sharrow" pavement markings (within travel lanes)
Tree Species and Spacing ¹	Magnolia grandiflora 'Samuel Sommer' and Syagrus romanzoffianum intermittently spaced at 30' maximum on center (alternating)
Notes	¹ The spacing of trees may be modified where curb cuts are required for driveway access. Alternate tree species with similar watering requirements and canopy, root, and seedling characteristics may be selected per the approval of the City of Fullerton Landscape Superintendent.



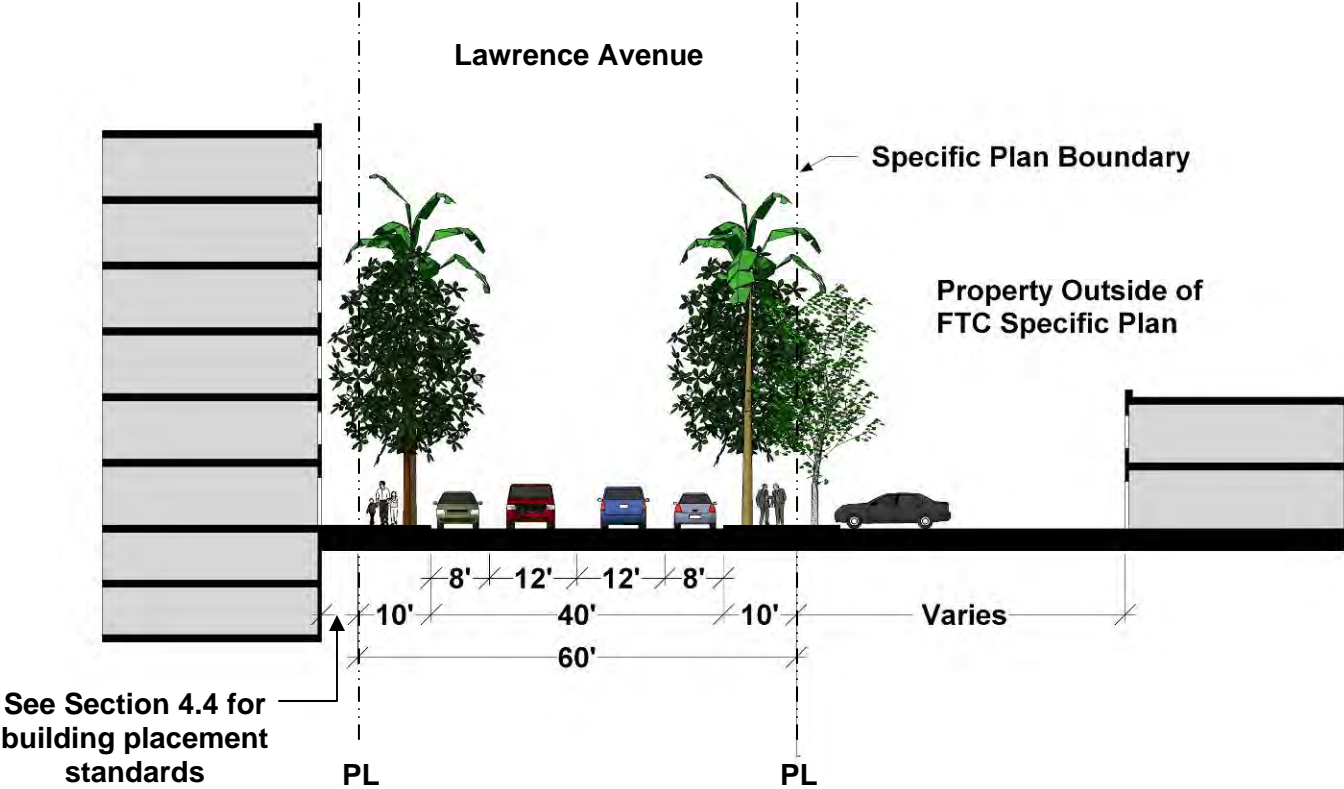
Magnolia grandiflora 'Samuel Sommer'



Syagrus romanzoffianum



Sharrow within travel lanes



**4.2.10 Lawrence Avenue (South of the Railroad Corridor)
Design Standards**

Purpose and Intent

The purpose and intent of this street is to:

- Provide improved access between Walnut Avenue and Truslow Avenue.
- Provide a source of on-street parking.
- Create a street that will accommodate motorists, pedestrians, and bicyclists.
- Design a local street for residents and visitors that will connect two existing streets and provide better mobility for residents and visitors.

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

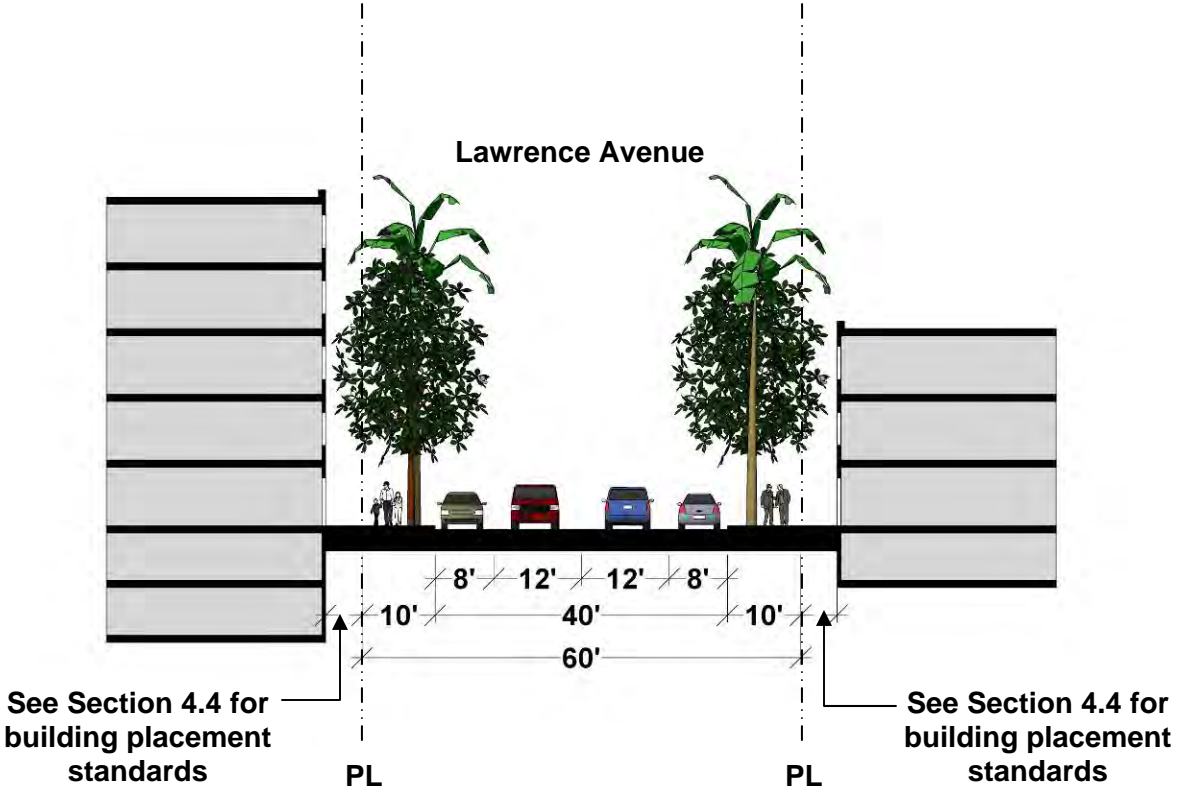
Standards	
Design Speed	25 MPH
Existing ROW Width	Not applicable (right-of-way to be acquired)
Future ROW Width	60'
Curb-to-Curb Width	40'
Parking Lane Width	8'
Travel Lane Width	12'
Drainage Type	Curb, gutter, bio-retention cells, storm drain
Sidewalk Width	10'
Other Unique Features	Not applicable
Tree Species and Spacing ¹	Magnolia grandiflora 'Samuel Sommer' and Syagrus romanzoffianum intermittently spaced at 30' maximum on center (alternating)
Notes	¹ The spacing of trees may be modified where curb cuts are required for driveway access. Alternate tree species with similar watering requirements and canopy, root, and seedling characteristics may be selected per the approval of the City of Fullerton Landscape Superintendent.



Magnolia grandiflora
'Samuel Sommer'



Syagrus
romanzoffianum



4.2.11 Walnut Avenue (East of Lemon) Design Standards

Purpose and Intent

The purpose and intent of this street is to:

- Provide a source of on-street parking.
- Create a street that will accommodate motorists, pedestrians, and bicyclists.
- Serve as an identified internal bike route.
- Design a local street for residents and transit riders and serve as the southern gateway for local traffic and terminating regional traffic south of the railroad corridor.

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

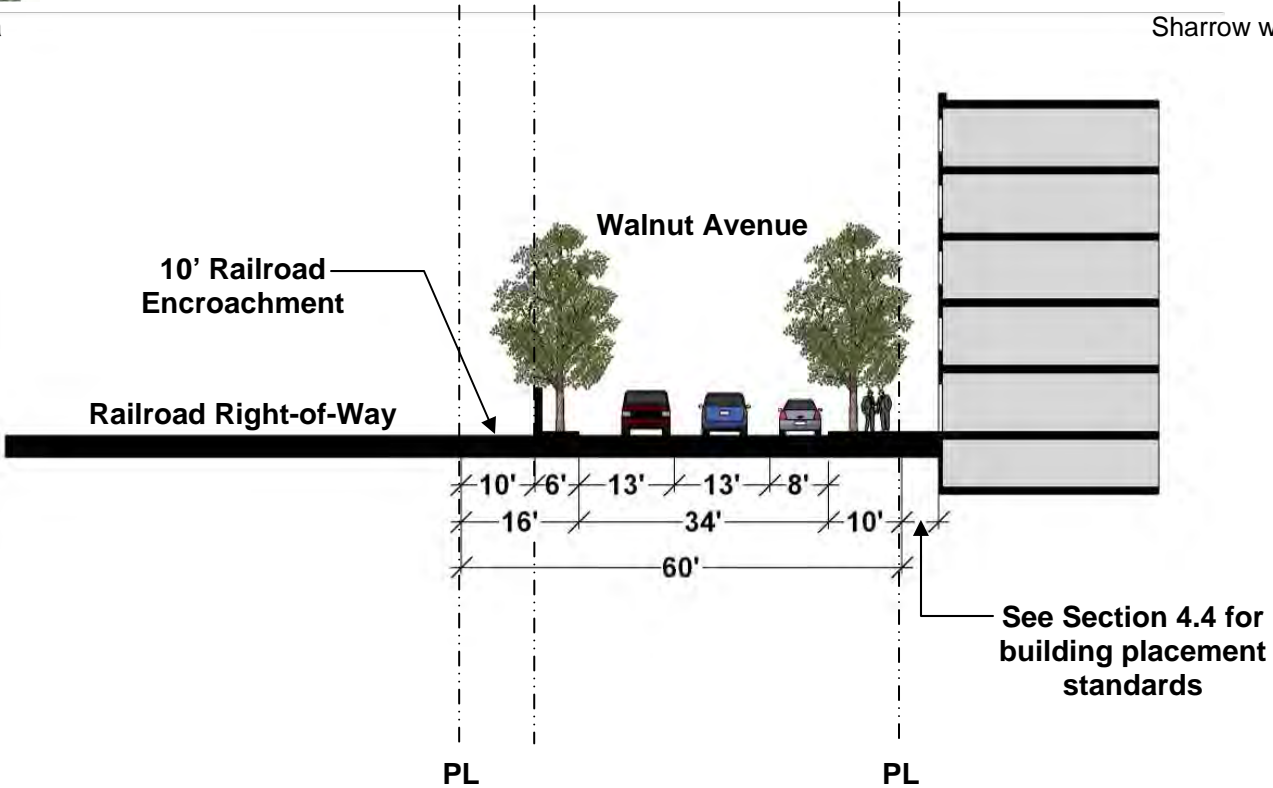
Standards	
Design Speed	25 MPH
Existing ROW Width	60'
Future ROW Width	60'
Curb-to-Curb Width	34'
Parking Lane Width	8' (south side only)
Travel Lane Width	13'
Drainage Type	Curb, gutter, bio-retention cells, storm drain on south side of street and 16' landscaped bio-swale on north side of street.
Sidewalk Width	10' (south side)
Other Unique Features	"Sharrow" pavement markings (within travel lanes), decorative fencing and/or sound wall along railroad corridor, 6' landscape buffer/bio-swale along rail corridor
Tree Species and Spacing ¹	Ulmus parvifolia spaced at 30' maximum on center
Notes	¹ The spacing of trees may be modified where curb cuts are required for driveway access. Alternate tree species with similar watering requirements and canopy, root, and seedling characteristics may be selected per the approval of the City of Fullerton Landscape Superintendent.



Ulmus parvifolia



Sharrows within travel lanes



4.2.12 Walnut Avenue (Lemon Street Bridge) Design Standards

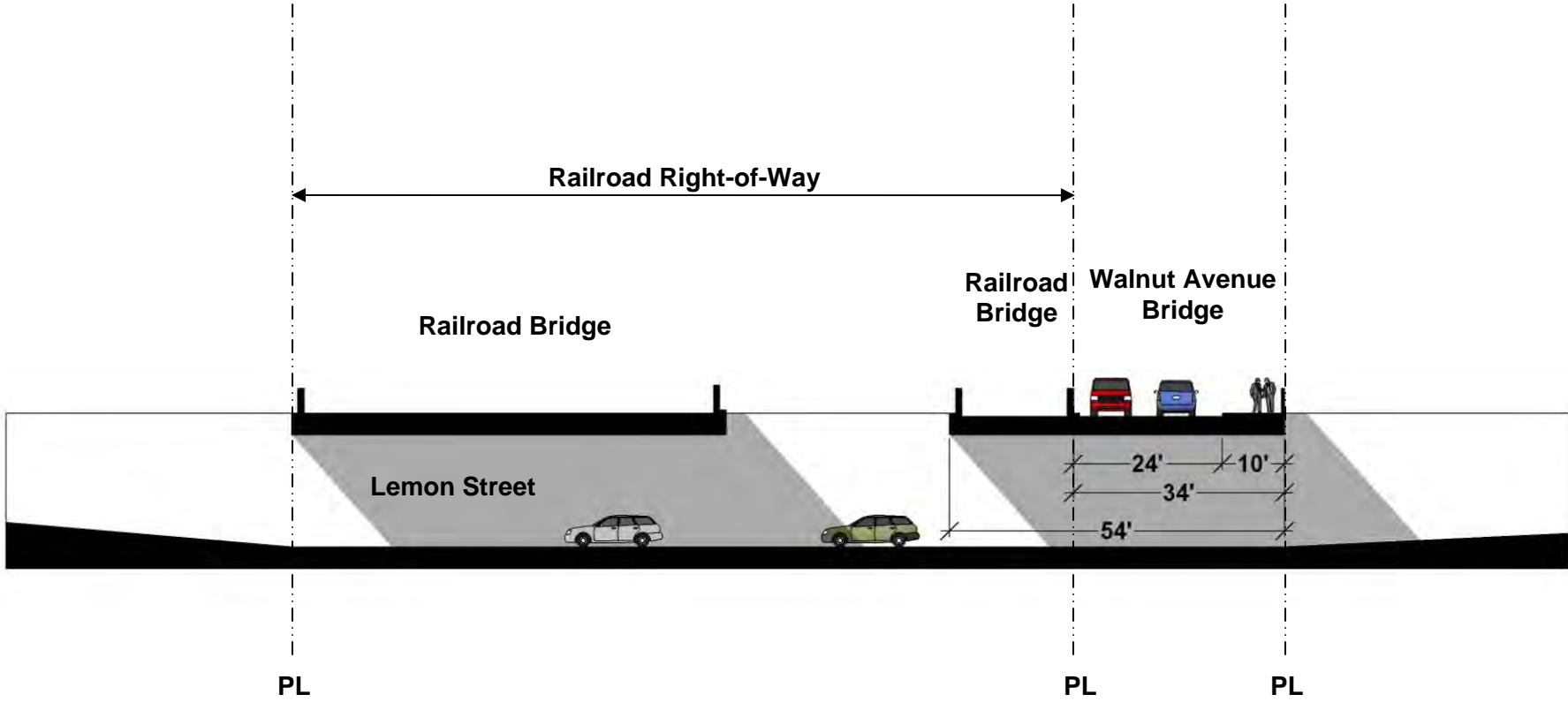
Purpose and Intent

The purpose and intent of this street is to:

- Improve the existing bridge to accommodate pedestrians and bicycles, providing an enhanced connection between the Fullerton Train Depot and the properties to the east of Lemon Street.

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

Standards	
Design Speed	25 MPH
Existing ROW Width	34'
Future ROW Width	34'
Curb-to-Curb Width	24'
Parking Lane Width	Parking is prohibited
Travel Lane Width	12' (2-way travel)
Drainage Type	Curb, gutter
Sidewalk Width	10' (south side only)
Other Unique Features	"Sharrow" pavement markings (within travel lanes)
Tree Species and Spacing	Not applicable



4.2.13 Design Standards Walnut Way and Walnut Avenue (Lemon to Walnut Way)

Purpose and Intent

The purpose and intent of this street is to:

- Provide a source of on-street parking.
- Create a street that will accommodate motorists, pedestrians, and bicyclists.
- Serve as an identified internal bike route.

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

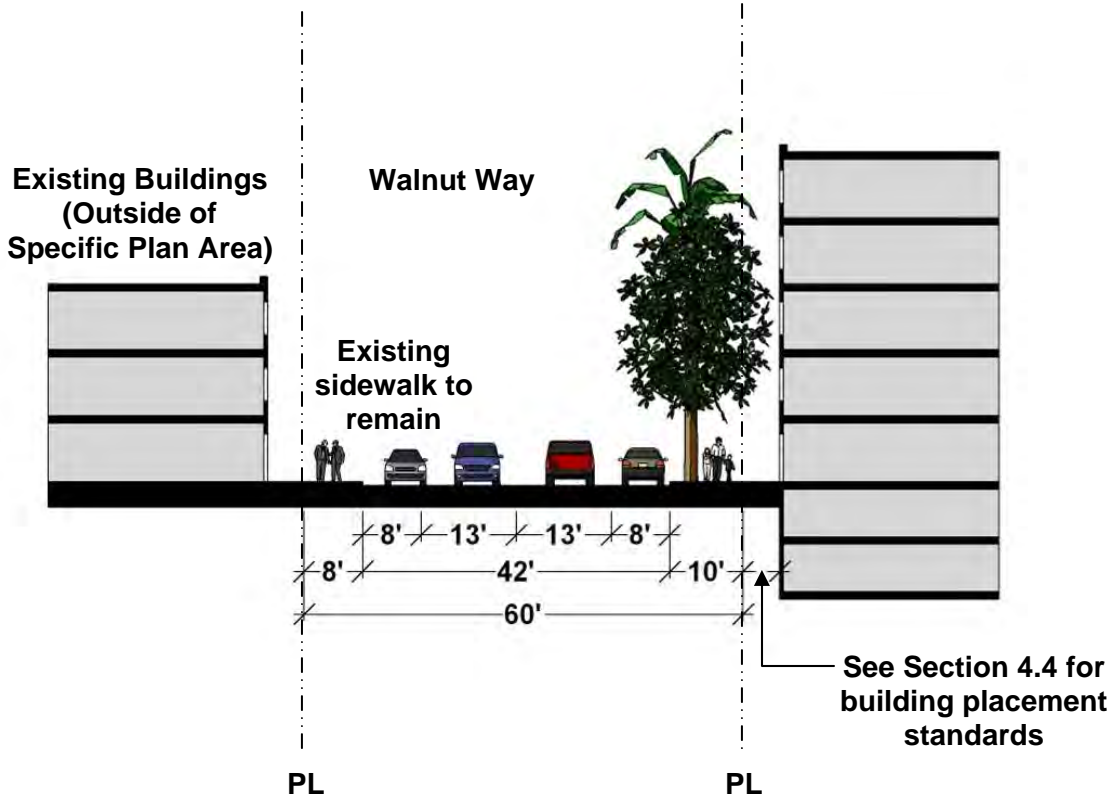
Standards	
Design Speed	25 MPH
Existing ROW Width	60'
Future ROW Width	60'
Curb-to-Curb Width	42'
Parking Lane Width	8'
Travel Lane Width	13' (2-way travel)
Drainage Type	Curb, gutter, bio-retention cells, storm drain
Sidewalk Width	10' on west side of Walnut Way and south side of Walnut Avenue. No changes are proposed along the east side of Walnut Way and the north side of Walnut Avenue.
Other Unique Features	"Sharrow" pavement markings (within travel lanes) of Walnut Avenue
Tree Species and Spacing ¹	Ulmus parvifolia spaced at 30' maximum on center
Notes	¹ The spacing of trees may be modified where curb cuts are required for driveway access. Alternate tree species with similar watering requirements and canopy, root, and seedling characteristics may be selected per the approval of the City of Fullerton Landscape Superintendent.



Ulmus parvifolia



Sharrow within travel lanes



4.2.14 Design Standards Walnut Way (Entry)

Purpose and Intent

The purpose and intent of this street is to:

- Provide a source of on-street parking.
- Create a street that will accommodate motorists, pedestrians, and bicyclists.
- Serve as an identified internal bike route.
- Enhance the southern entry into the Specific Plan Area.

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

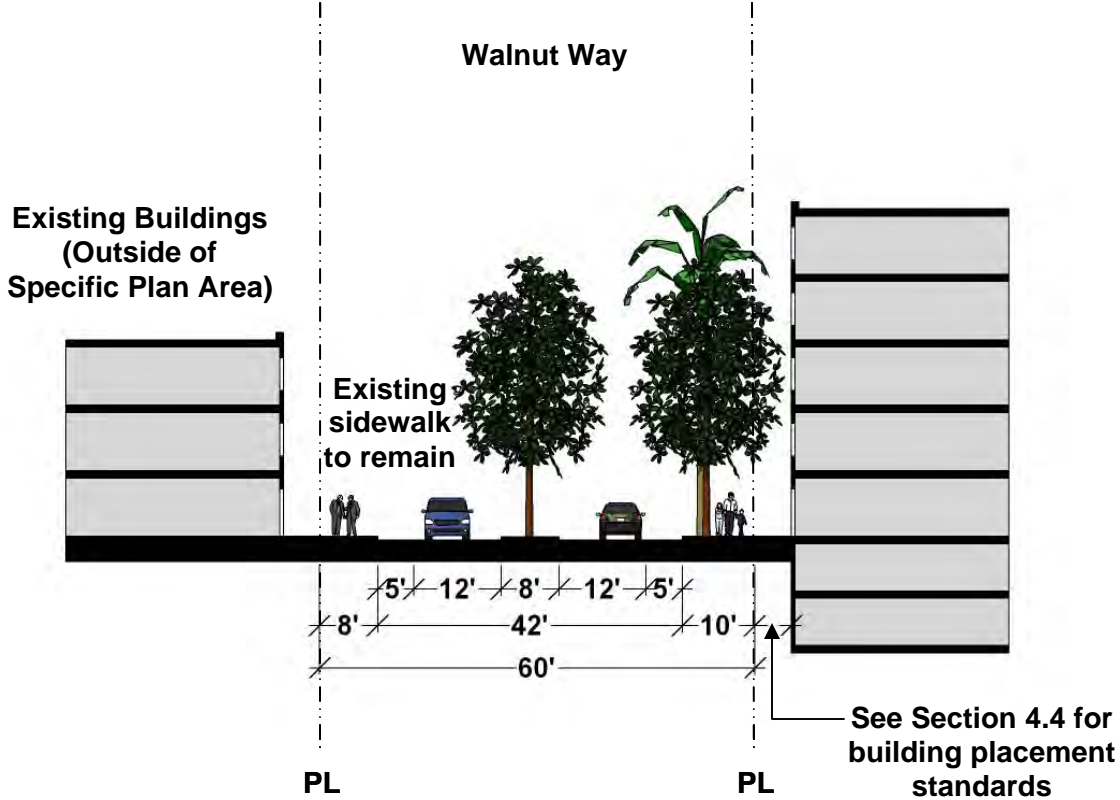
Standards	
Design Speed	25 MPH
Existing ROW Width	60'
Future ROW Width	60'
Curb-to-Curb Width	42'
Parking Lane Width	Not Applicable
Travel Lane Width	12' (2-way travel)
Drainage Type	Curb, gutter, bio-retention cells, storm drain
Sidewalk Width	10' on west side of Walnut Way and south side of Walnut Avenue. No changes are proposed along the east side of Walnut Way and the north side of Walnut Avenue.
Other Unique Features	"Sharrow" pavement markings (within travel lanes) of Walnut Avenue; center median and 5' shoulders provided between travel lanes and sidewalk curb.
Tree Species and Spacing ¹	Ulmus parvifolia spaced at 30' maximum on center
Notes	¹ The spacing of trees may be modified where curb cuts are required for driveway access. Alternate tree species with similar watering requirements and canopy, root, and seedling characteristics may be selected per the approval of the City of Fullerton Landscape Superintendent.



Ulmus parvifolia



Sharrow within travel lanes



4.2.15 North Alley Design Standards

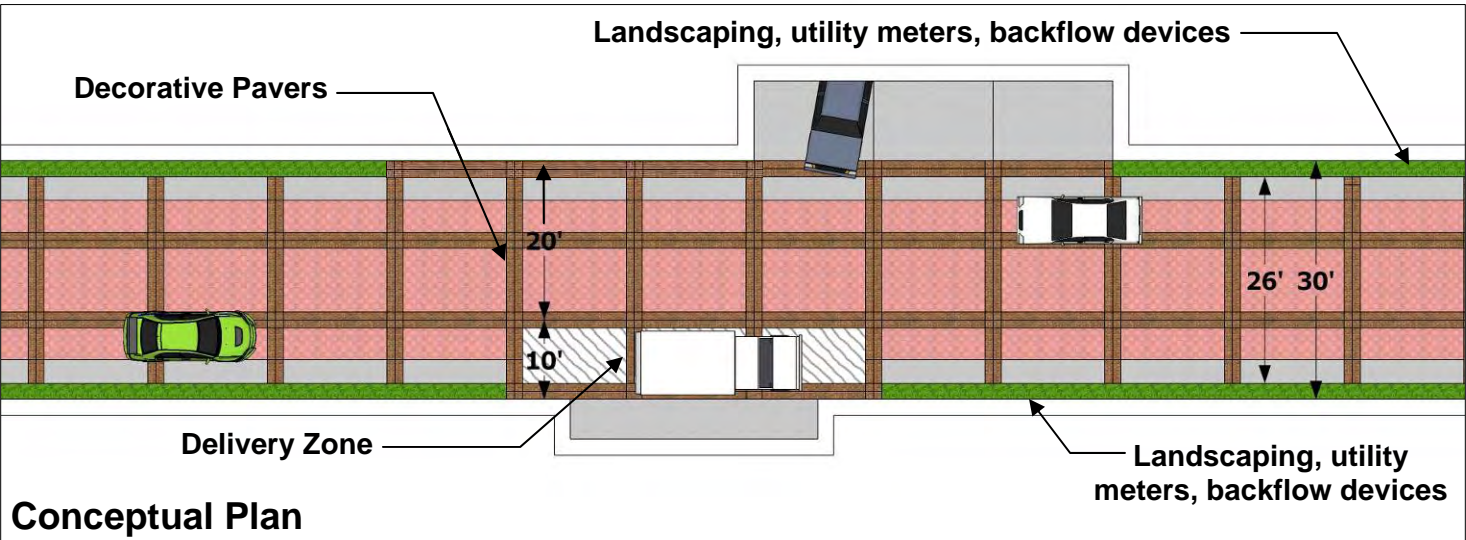
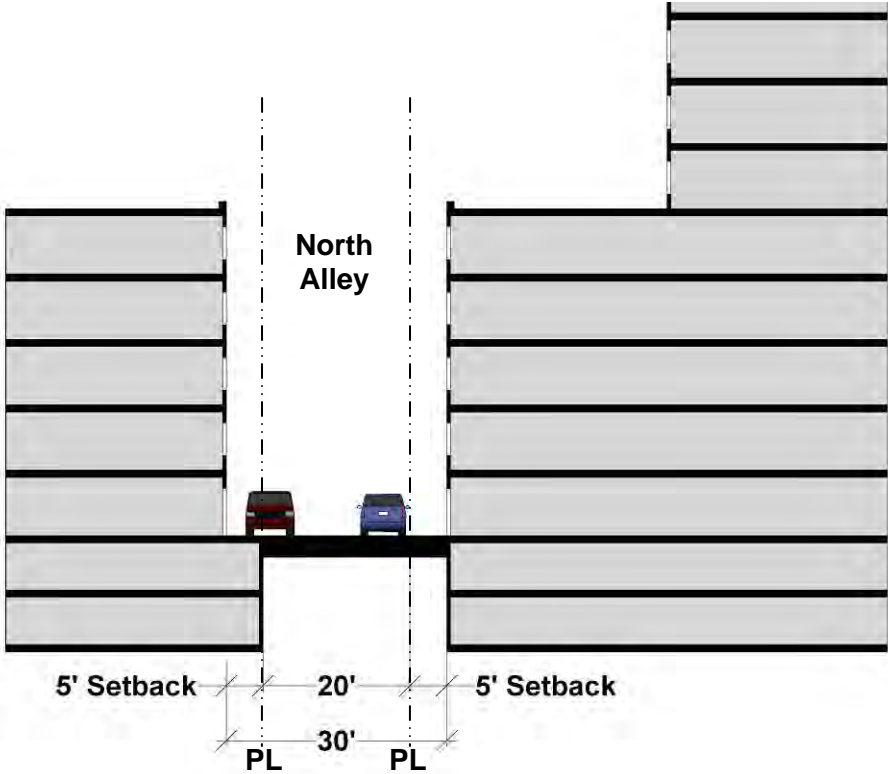
Purpose and Intent

The purpose and intent of this alley is to:

- Provide access to the rear/side of properties for parking and loading/service areas.
- Ensure proper emergency vehicle access and zones for delivery trucks by increasing the size of existing alleys from 20 feet to 30 feet.
- Accommodate underground parking levels below the alley.

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

Standards	
Design Speed	15 MPH
Existing ROW Width	20'
Future ROW Width	30' When redeveloped, properties along both sides of the alley would be required to provide a 5' setback from the alley to eventually create the 30' wide alley. In certain locations, a 6' setback from the alley may be required by the Fire Department to create a 26' wide fire staging area for emergency vehicles. The setback shall be improved as an extension of the alley.
Curb-to-Curb Width	Not applicable
Parking Lane Width	Not provided.
Travel Lane Width	30' (two-way travel)
Drainage Type	Central gutter and storm drain. Curbs and gutters along the outer edges of the alley are not required.
Sidewalk Width	Not provided
Other Unique Features	Decorative pavers Landscaping, backflow devices, utility meters, and utility equipment may be placed within 2' of the alley's outer edges, which would maintain a 26'-wide center zone for fire vehicle access. Segments of the alley shall be designated for moving/delivery truck parking. Moving/delivery truck parking shall not conflict with fire staging areas. A 20'-wide fire access lane shall be maintained free and clear along delivery truck zones.
Tree Species and Spacing	Not provided



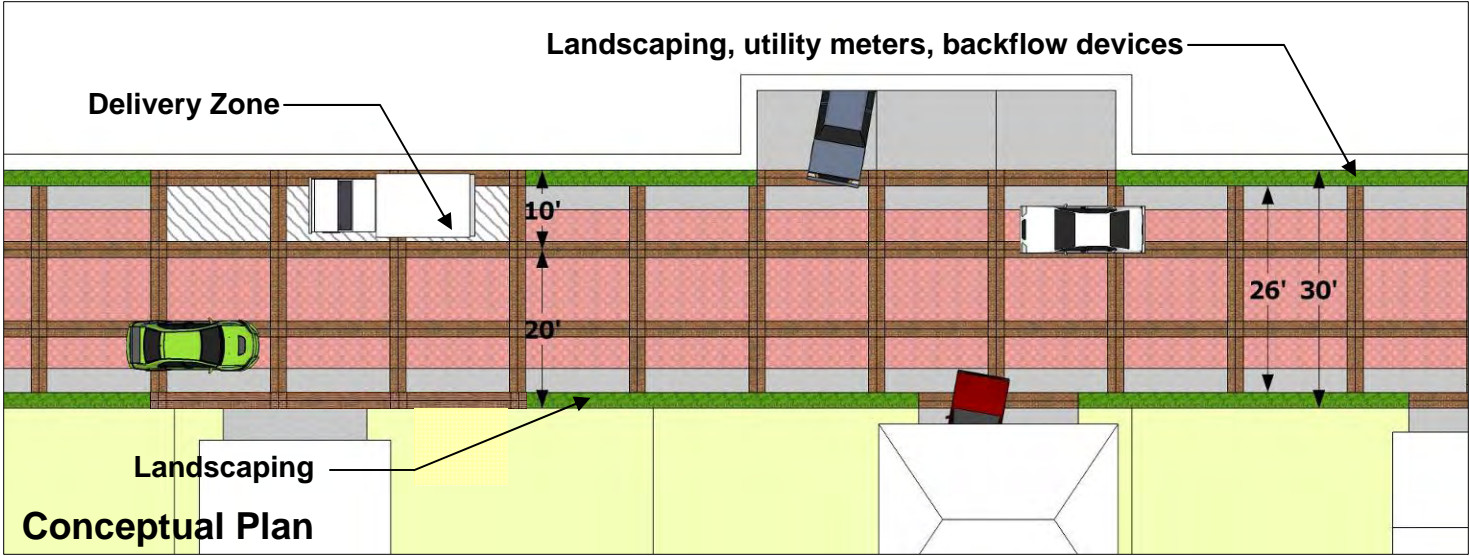
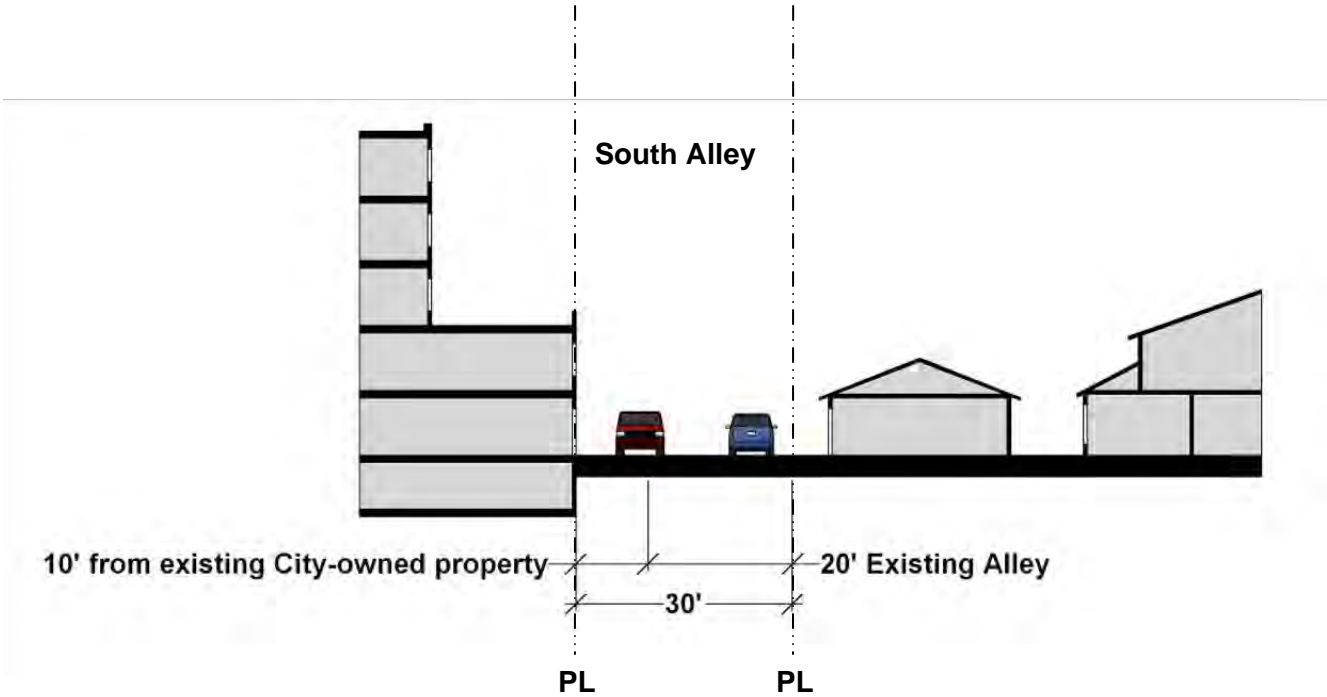
**4.2.16 South Alley Design Standards
Purpose and Intent**

The purpose and intent of this alley is to:

- Provide access to the rear/side of properties for parking and loading/service areas.
- Ensure proper emergency vehicle access and zones for delivery trucks by increasing the size of existing alleys from 20 feet to 30 feet.

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

Standards	
Design Speed	15 MPH
Existing ROW Width	20'
Future ROW Width	30'. The City of Fullerton owns two narrow properties to the north of the alley (see Figure 3-1, Parcel Ownership). These properties are currently improved with a sidewalk and landscaping to buffer the alley from the industrial buildings to the north. This Specific Plan encourages the City and the adjacent property owners to do a land transfer giving most of these narrow properties to the adjacent property owners in exchange for the land for the North Neighborhood Park site(s) (see Section 3.5.2). However, a 10' wide strip of the city-owned properties would be maintained to create the 30' alley.
Curb-to-Curb Width	Not applicable
Parking Lane Width	Not provided
Travel Lane Width	30' (two-way travel)
Drainage Type	Central gutter and storm drain. Curbs and gutters along the outer edges of the alley are not required.
Sidewalk Width	Not provided
Other Unique Features	Decorative pavers. Landscaping, backflow devices, utility meters, and utility equipment may be placed within 2' of the alley's outer edges, which would maintain a 26'-wide center zone for fire vehicle access. Segments of the alley shall be designated for moving/delivery truck parking. Moving/delivery truck parking shall not conflict with fire staging areas. A 20'-wide fire access lane shall be maintained free and clear along delivery truck zones.
Tree Species and Spacing	Not provided



4.2.17 Fender Alley Design Standards

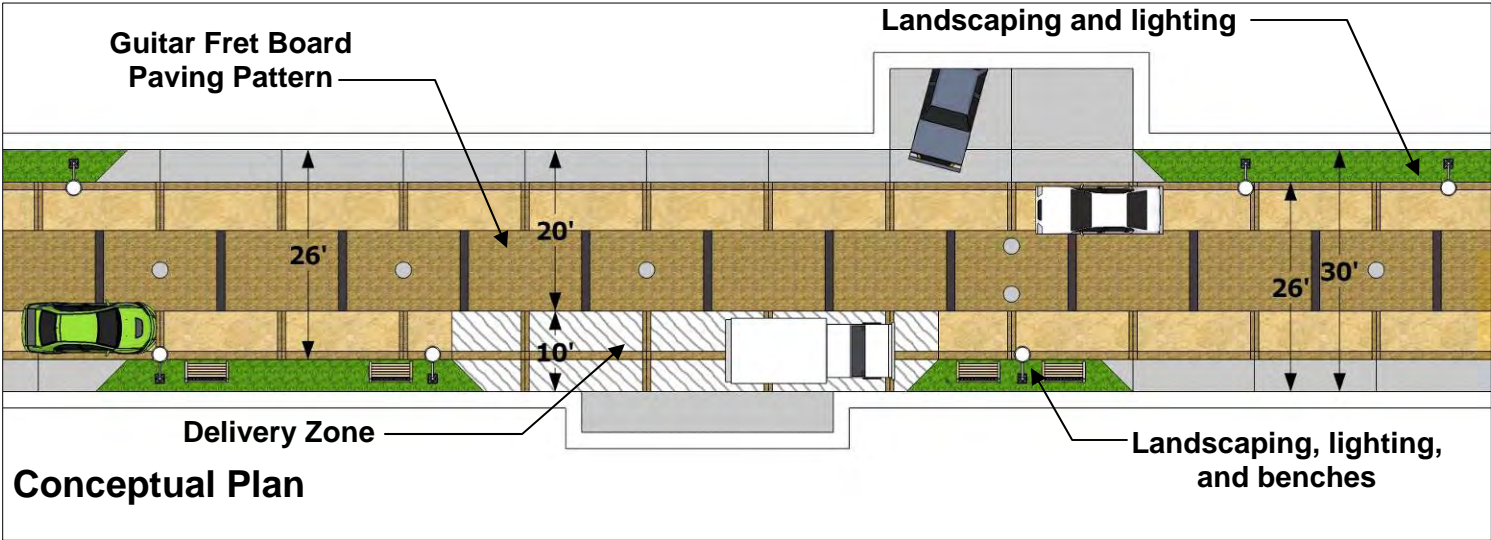
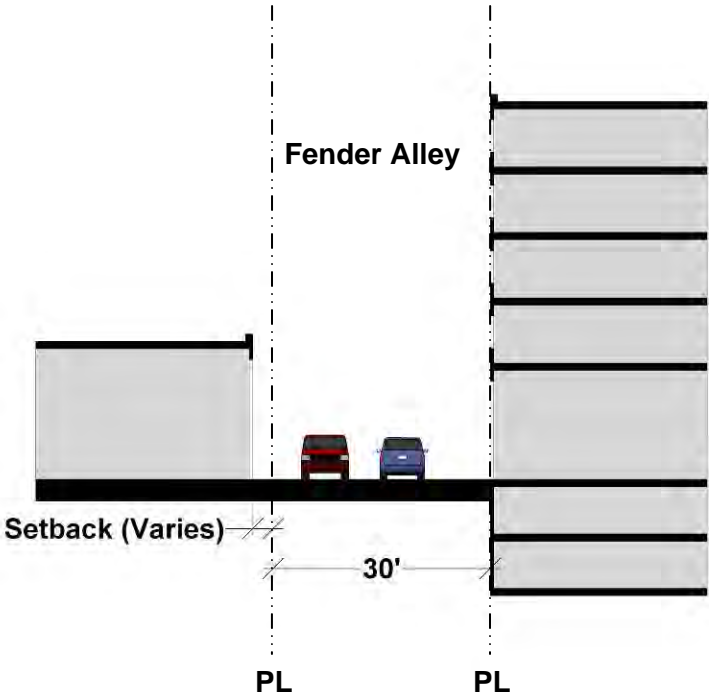
Purpose and Intent

The purpose and intent of this alley is to:

- Provide access to rear storefronts and outdoor dining areas.
- Ensure proper emergency vehicle access and zones for delivery trucks by increasing the size of existing alleys from 20 feet to 30 feet.
- Create a unique and active atmosphere for shopping, dining, and entertainment.
- Honor the birthplace of the Fender Guitar within the City of Fullerton.
- Accommodate underground parking levels below the alley.

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

Standards	
Design Speed	15 MPH
Existing ROW Width	Not Applicable
Future ROW Width	30'. The City of Fullerton owns the property where Fender Alley would be located. The right-of-way for Fender Alley would be created through the Tract Map for the adjacent mixed-use developments. Fender Alley could be publicly owned and maintained or privately owned and maintained with a public easement.
Curb-to-Curb Width	Not applicable (no curbs provided)
Parking Lane Width	Not provided
Travel Lane Width	30' (two-way travel)
Drainage Type	Central gutter and storm drain. Curbs and gutters along the outer edges of the alley are not required.
Sidewalk Width	Not provided
Other Unique Features	Decorative pavement. The paving pattern could be designed in the pattern of a guitar fret board to honor the Fender Guitar. Enhanced areas with seating, dining, decorative lighting, landscaping, backflow devices, utility meters, and utility equipment may be placed within the alley if a clear zone of at least 26' is maintained for fire vehicle access, or if a fire staging plan is prepared and approved by the City of Fullerton Fire Department. These zones may alternate on both sides of the alley. Segments of the alley shall be designated for moving/delivery truck parking. Moving/delivery truck parking shall not conflict with fire staging areas. A 20'-wide fire access lane shall be maintained free and clear along delivery truck zones.
Tree Species and Spacing	Not provided



4.2.18 Rail Promenade (Bike Path)

Purpose and Intent

The purpose and intent of this alley is to:

- Provide a safe and convenient pedestrian and bicycle path across Lemon Street.
- Provide direct access between the Fullerton Train Depot and the properties east of Lemon Street and north of the railroad corridor.
- Create an attractive promenade for passengers transferring between the OCTA Bus Depot and the Fullerton Train Depot.

Refer to the image on the following page for a conceptual view of this roadway. The final design shall be determined at a later date and the exact configuration and dimensions may change based on site-specific constraints, utility conflicts, or other unforeseen factors. The Director of Community Development and the Director of Engineering, with appropriate consultation with other departments as necessary, shall approve the final design.

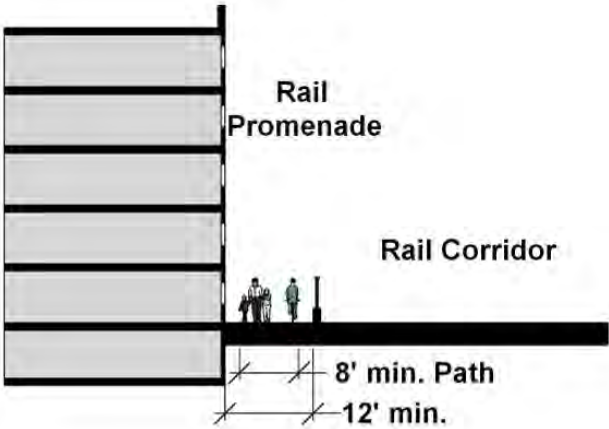
Standards	
Design Speed	15 MPH
Existing ROW Width	Not Applicable
Future ROW Width	12' minimum. The Rail Promenade should be constructed within the railroad property or the adjacent properties to the north of the railroad corridor (or a combination of both). Regardless of its location, at least 12' of right-of-way or a public easement is required.
Curb-to-Curb Width	Not applicable (no curbs provided)
Parking Lane Width	Not applicable
Travel Lane Width	4' minimum in each direction
Drainage Type	Surface flow
Sidewalk Width	8' minimum for path with 2' shoulders on each side.
Other Unique Features	Decorative pavement and a decorative wall and fence along the railroad corridor that prohibits access to the rail right-of-way. If more than 12' can be provided, the Rail Promenade should be enhanced with landscaping, shade trees, seating areas, and interpretive elements about railroad history and lighting. Electrical outlets for small product vendors could also be provided where space allows.
Tree Species and Spacing	Not provided



Decorative wall/fence to separate path from railroad



Bike path adjacent to railroad



4.2.19 Streetscape Design Standards

Purpose and Intent

The purpose and intent of this section is to:

- Enhance streets with pedestrian amenities to improve the pedestrian experience.
- Ensure that streetscape amenities are designed with quality and durable materials.
- Provide a cohesive set of amenities that complement each other and their environs.

Standards and Guidelines

A. Sidewalk pavement shall be designed in compliance with the following standards:

- Paving materials shall be simple, functional, and long-lasting.
- Except where designated as enhanced paving, sidewalks in the public right-of-way shall be made of a single standard concrete mix so as to provide a uniform appearance throughout the FTC Specific Plan Area.
- Crosswalk paving shall be enhanced to distinguish it from the surrounding road. It shall be of a material that will not present difficulties to people with decreased mobility and shall meet the safety criteria established by the City of Fullerton.
- A simple, uniform score joint pattern that is coordinated with the location of tree grates, light poles, building entries and other design elements shall be established for the entirety of the Specific Plan Area to provide a cohesive appearance.

- Paving shall not have beveled edges or other features that can cause excessive bouncing for carts, strollers, and wheelchairs.

B. Streetlights shall comply with the following standards:

- A family of fixture styles shall be chosen for all streets within the Specific Plan Area. For historic context, the existing concrete column street lights should be kept along Commonwealth Avenue and Harbor Boulevard. The selection of streetlights for other streets in the Specific Plan area shall be made in consultation with the Directors of Community Development and Engineering. Images of streetlights that should be considered are shown on the following page.
- Street lighting shall be scaled to the pedestrian, shall be provided on both sides of all streets and shall be no taller than 14 feet (taller cobra head lights are allowed at intersections and along Commonwealth Avenue, Lemon Street, and Harbor Boulevard to meet the City's lighting standards).
- Streetlight fixtures shall be located within 3 feet of the curb face.
- The spacing of pedestrian-scaled streetlight fixtures shall not exceed 60 feet.
- Lighting levels shall be adequate for safety while minimizing light spillage and point of glare. Where necessary, luminaries shall have shades to shield residential areas from streetlights.
- Solar-powered and energy-efficient streetlights should be utilized whenever feasible.



Streetlights that should be considered for streets within the FTC Specific Plan Area

- C. Street furniture includes benches, trash/recycle receptacles, tree grates, tree guards, bollards, bike racks, drinking fountains, and bus shelters. Street furnishings shall be provided throughout the Specific Plan Area to enhance the functionality of the streetscape and promote the use of civic spaces for informal and neighborly gathering. Streets shall be designed to provide for street furniture, in accordance with the following standards:
- A single family of street furnishing styles shall be chosen for all public streets in the Specific Plan Area. The selection of the street furniture shall be made in consultation with the Directors of Community Development and Engineering. Street furniture should be of a style that complements rather than competes with the architecture of the adjacent development.
 - Street furnishings and fixtures shall be made of materials that have long life spans and are able to withstand constant use and exposure to the elements. Higher grade materials and/or recycled materials are recommended to reduce long-term maintenance and replacement costs.
 - Street furniture shall be placed to maintain a clear pedestrian path of at least 6 feet.
 - Benches shall be provided at a rate of one bench per street corner and one bench per mid-block. Benches should be located near intersections and mid-block locations.
 - On sidewalks that are less than 16 feet wide, benches shall be parallel to the street and oriented toward adjacent buildings. These benches shall be placed within 4 feet of the face of curb.
 - On sidewalks that are greater than or equal to a width of 16 feet, benches may be placed parallel or perpendicular to the street. Benches that are perpendicular to the street shall be placed within 8 feet of the face of curb.
 - Benches and seating shall be designed in a way that discourages inappropriate use by skateboarders and stunt bikers, and discourages people from sleeping on the bench.
 - Bicycle racks shall be designed with two surfaces that may be used to secure the bicycle (such as “A” or inverted “U” bicycle racks). At least one public sidewalk bike rack is required on each side of a block.
 - Trash and recycle receptacles shall be provided near all benches and near high traffic areas such as parks, plazas, transit stops and retail and dining establishments. The feasibility of solar powered receptacles and compactors should be considered to minimize the maintenance time for garbage removal (compactors reduce space in the receptacle, allowing them to be emptied at less frequent intervals).

4.3 CIVIC SPACES

4.3.1 Introduction

Within the FTC Specific Plan Area, the following civic spaces are required:

- Transit Plaza
- North Neighborhood Park
- South Neighborhood Park
- Transit Courtyard (located on public and private property)
- Paseos (located on public or private properties)
- Train Depot Property and Train Platforms

Figure 4-2, Civic Space Regulating Plan, shows the general locations of the civic spaces. The locations of the Transit Plaza and the paseos to the west of Pomona Avenue are fixed in place and shall not be substantially relocated or reconfigured. The locations of other civic spaces are not fixed, and may change based on the standards described on the following pages. Figure 3-14, Conceptual Open Space Plan, shows one concept of how Figure 4-2 may be implemented.

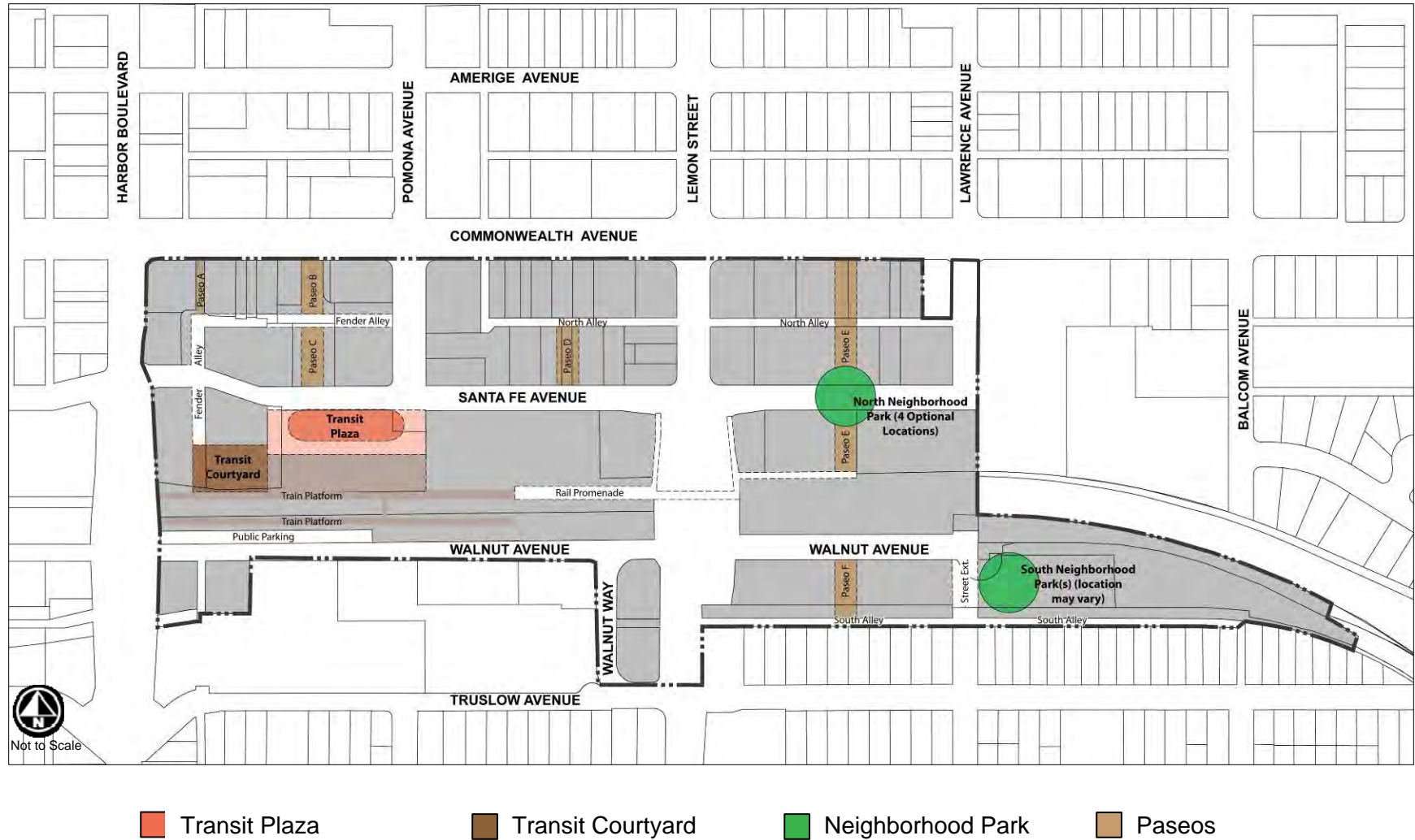
The Transit Plaza will be a publicly owned and maintained public space. The final design of the Transit Plaza shall be determined by a public process led by the Parks and Recreation Department. A committee, consisting of 7 to 11 representatives, shall be formed to determine design concepts and a preferred alternative over the course of 3 to 4 public meetings. The committee should consist of a range of residents, property owners, a representative from the Phase I development team, civic leaders, and City staff.

The other civic spaces (excluding the existing paseos) will be constructed by private developers, and may be privately owned and maintained by property owner associations or a public/private collaboration. Although they may be privately owned, these spaces shall be publicly accessible through public access easements. These spaces will be programmed and designed by the developer with input from City staff, based on the standards and guidelines within this section.

The Design standards for each civic space are provided in Sections 4.3.2 through 4.3.7. For each civic space, there are standards that address the size of the space, the location, whether the property is public or private, the process for final design and location selection, and the responsible party for maintenance and management. Guidelines are provided for various elements to be considered in the design of the civic spaces. Such elements include the design, programming, and themes.

The graphics included in this Specific Plan for each civic space are for illustrative purposes only. The final design and exact location of each civic space may differ from what is shown in the graphics.

Figure 4-2: Civic Space Regulating Plan



4.3.2 Sustainable Design Features

The purpose and intent

The purpose and intent of this section is to establish standards and guidelines that promote sustainable civic spaces. These standards apply to all civic spaces.

Standards and guidelines

- A. Unless otherwise identified herein, Civic spaces shall incorporate requirements of the City of Fullerton Landscape Ordinance, as contained in FMC Chapter 15.50, which promotes conservation and the efficient use of water.
- B. Planting species selected shall be drought tolerant. Low maintenance plants are encouraged to reduce maintenance expenses.
- C. Planting areas should be designed to receive and filter stormwater runoff from adjacent streets and paved surfaces. Biofiltration and bioretention low impact development measures shall be utilized to treat surface runoff from public spaces.
- D. Planting design (species, quantity, size and spacing) shall achieve 70% landscape area coverage within 2 growing seasons from installation.
- E. Mowed turf is discouraged because it is resource intensive. Mowed turf should only be used in civic spaces where the turf area serves a functional purpose.
- F. Planting beds and pots shall be finished with professional grade mulch with a minimum 2 inches depth.

- G. A LEED-accredited professional should be involved with all landscaping plans to promote a range of active and passive sustainable design measures and professional best practices.
- H. All landscape areas shall include automatic irrigation controllers utilizing either evapotranspiration or soil moisture sensor data. Sensors, either integral or auxiliary, shall be installed to suspend or alter irrigation operation during unfavorable weather conditions. Drip irrigation and other low water use technologies shall be used to the maximum extend feasible to reduce water consumption.
- I. Planter pots shall be irrigated by automatic irrigation systems. Such pots shall be positively drained through an underground drainage system, or use a waterproof tray to avoid staining pavement.
- J. Gray water from adjacent developments or City-owned properties should be used to irrigate civic spaces. Gray water systems store and filter water from sinks and showers. The water is then used for irrigation.
- K. Energy efficient lighting shall be used in all civic spaces. Solar powered lights are strongly encouraged.
- L. Recycled materials should be considered for constructing benches, bus shelters, paved surfaces, and other amenities within civic spaces. An example of a recycled material that could be used includes a railroad box car for a bus shelter.

4.3.3 Transit Plaza Design Standards

Purpose and Intent

The purpose and intent of this section is to:

- Design the Transit Plaza to serve as a public gathering space for informal gathering, programmed events and activities, and public demonstrations.
- Provide necessary services and programs for residents, transit riders, and retail users.
- Allow residents, transit riders, and retail users to interact.
- Construct subtle thematic elements related to the City’s heritage (railroad and Fender guitar).
- Provide a direct bicycle connection from the bike routes on Pomona Avenue and Santa Fe Avenue to the Train Station.

Figure 4-3 shows a conceptual design for the Transit Plaza. Figure 4-4 shows potential activities and programs that could occur within the Transit Plaza. These concepts are meant to illustrate potential opportunities. The final design and programming activities will be determined through a public process with review and approval by the Director of Parks and Recreation.

Standards	
Minimum Size	19,630 square feet (0.45 acres). The one-way road around the Plaza may be temporarily closed, creating a larger public space (48,950 square feet or 1.12 acres) for events and festivals.
Location	Southwest of the Santa Fe Avenue and Pomona Avenue intersection
Property Type	Public property
Final Design Process	Process led by City of Fullerton Parks and Recreation Department that involves a committee and multiple public meetings
Management and Maintenance	City of Fullerton Parks and Recreation Department and Maintenance Services Department

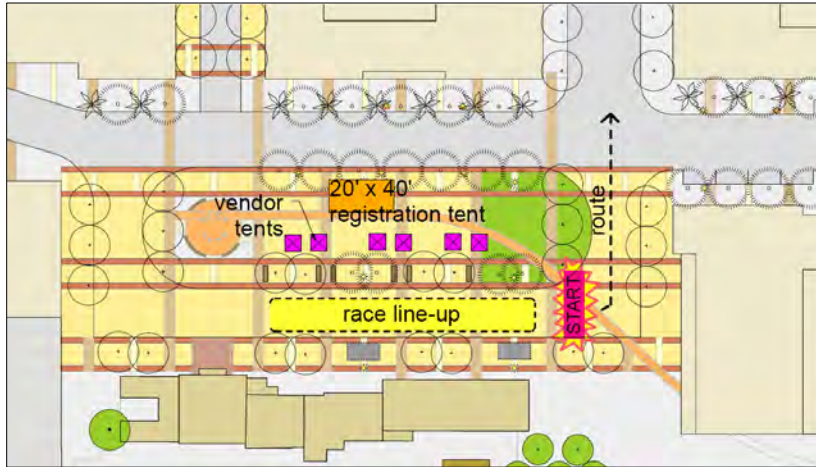
Guidelines (Elements to be Considered)	
Potential Design Elements	<ul style="list-style-type: none"> ▪ Pedestrian shelters ▪ Public space for events ▪ Grass area ▪ Planters ▪ Shade trees and shade structures ▪ Water feature ▪ Decorative hardscape ▪ Raised stage/platform ▪ Integrated sound/speaker system ▪ Electrical outlets for vendors ▪ One-way bike path (southbound) along eastern edge of Plaza to provide direct bike access to station from bike routes on Pomona Avenue and Santa Fe Avenue
Potential Program Elements	<ul style="list-style-type: none"> ▪ Frequently programmed events ▪ Informal gathering ▪ Concerts/festivals ▪ Public demonstrations
Potential Thematic Elements	<ul style="list-style-type: none"> ▪ Railroad ▪ Music (such as Fender Guitar)

Figure 4-3: Conceptual Plan for Transit Plaza



This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in section 4.3.3.

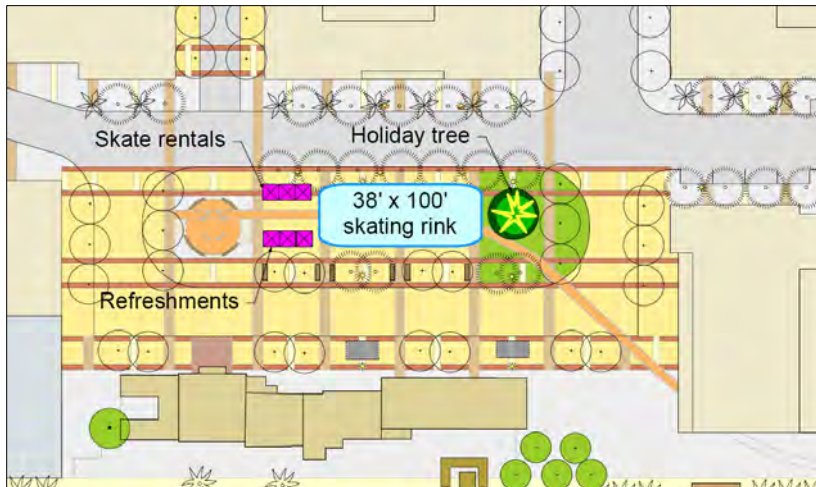
Figure 4-4: Potential Event Programming for Transit Plaza



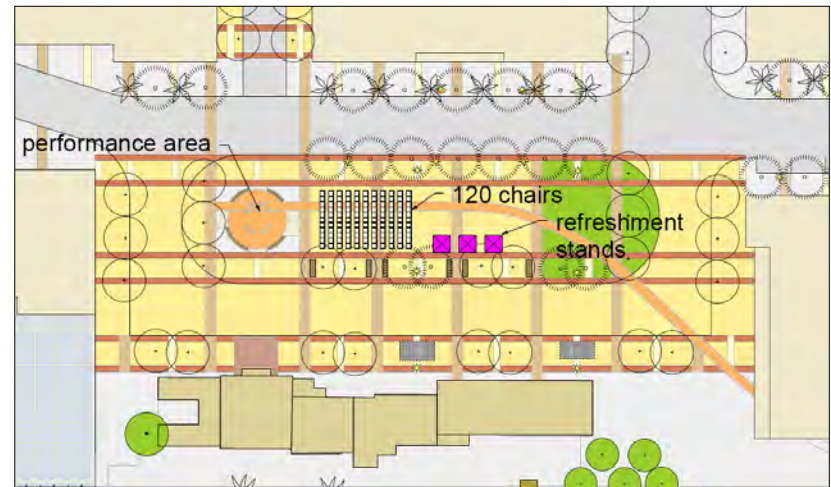
Conceptual Program Diagram: Marathon



Conceptual Program Diagram: Craft Fair



Conceptual Program Diagram: Holiday Festival



Conceptual Program Diagram: Music Venue



4.3.4 North Neighborhood Park Design Standards

Purpose and Intent

The purpose and intent of this section is to:

- Design the North Neighborhood Park to serve as a public gathering space for informal gathering, neighborhood events and activities, and informal play.
- Allow residents and guests to interact.
- Serve as a “yard” for residents without private outdoor space.
- Provide space for after-school activities for children.
- Construct subtle thematic elements related to the City’s heritage (agriculture, railroad, etc.).

Figures 4-5 through 4-8 show conceptual designs for the North Neighborhood Park. These concepts are meant to illustrate potential opportunities. The final location and design will be determined by the developer that constructs the park with review and approval by the Director of Parks and Recreation.

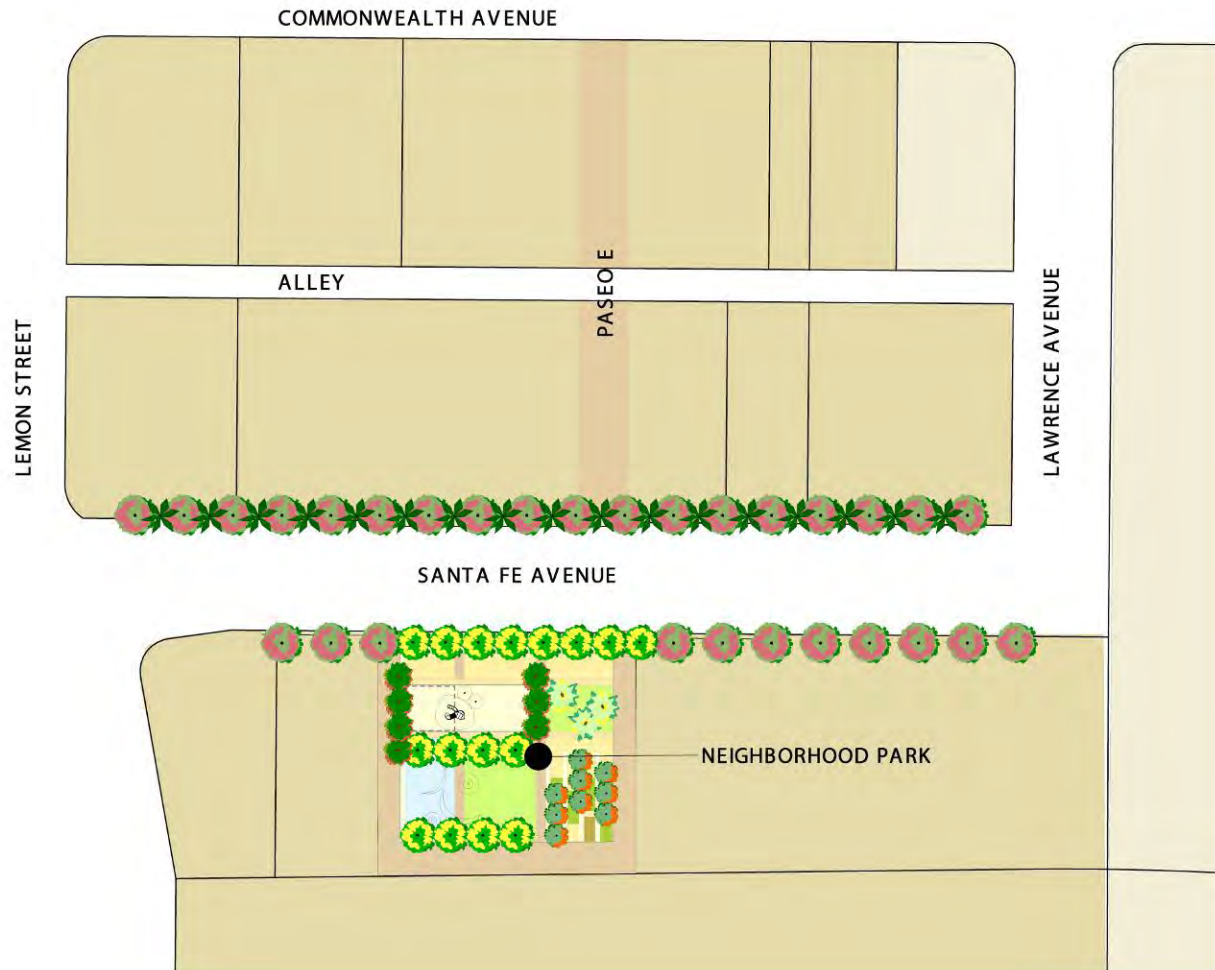
Standards	
Minimum Size	12,680 square feet
Location	See Figures 4-5 to 4-8 for possible locations
Property Type	Public property or private property (with public easement)
Final Design Process	Process led by private developer (if private) or process led by City of Fullerton Parks and Recreation Department that involves a committee and multiple public meetings (if public)
Management and Maintenance	Homeowners’ association (if private) or City of Fullerton Parks and Recreation Department and Maintenance Services Department (if public)
Guidelines (Elements to be Considered)	
Potential Design Elements	Neighborhood events (such as birthday parties and picnics) Shade trees Shade structures Open lawn area Picnic and/or barbeque area Playground Spray ground Art installations Gazebo or similar shade structure Integrated sound/speaker system Electrical outlets for vendors Dog Park
Potential Program Elements	Neighborhood events Informal gathering Family events and gathering Informal play and recreation
Potential Thematic Elements	Agriculture Railroad Family/children theme

Figure 4-5: North Neighborhood Park Option A



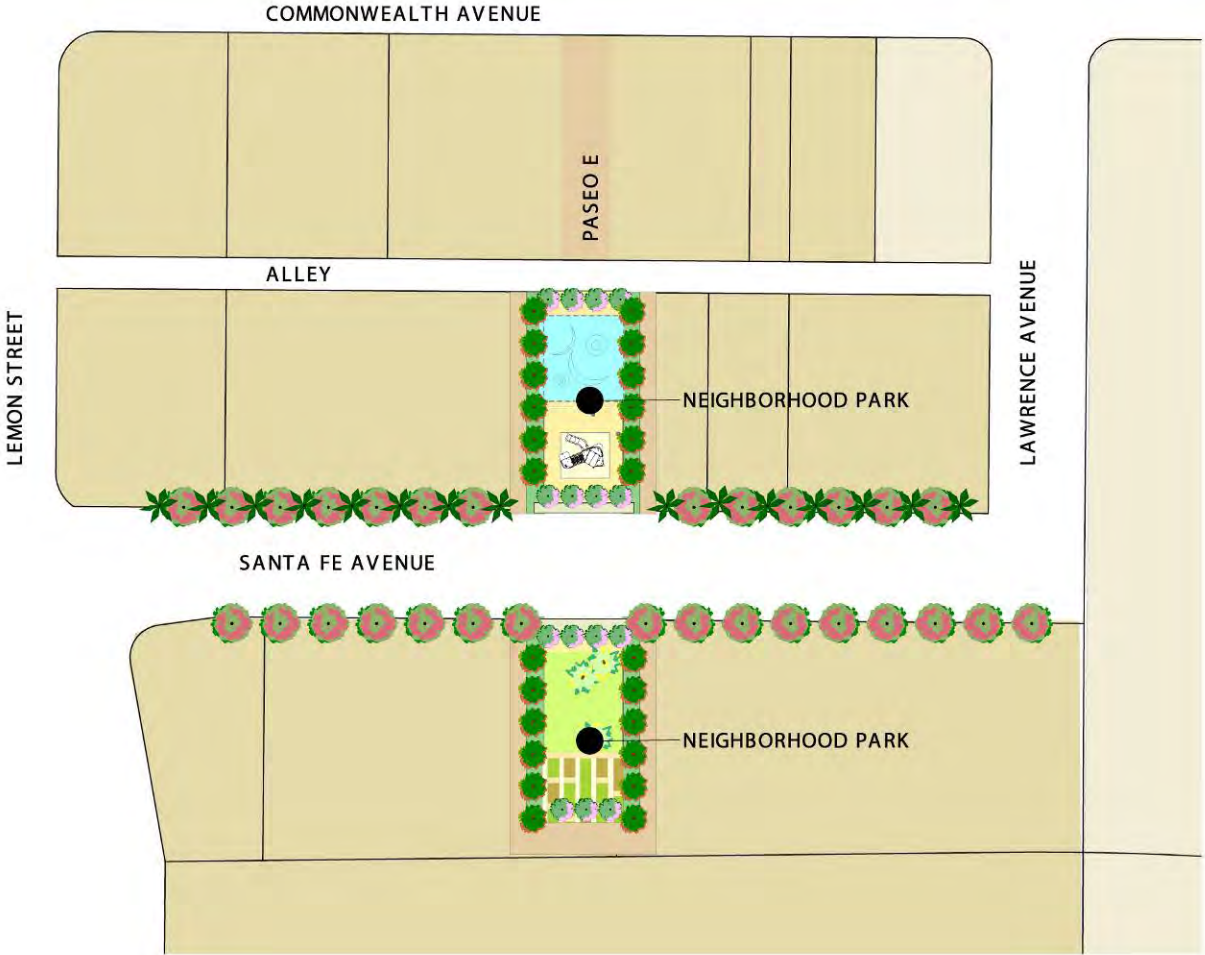
This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in section 4.3.4.

Figure 4-6: North Neighborhood Park Option B



This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in section 4.3.4.

Figure 4-7: North Neighborhood Park Option C



This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in section 4.3.4.

Figure 4-8: North Neighborhood Park Option D



This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in section 4.3.4.



4.3.5 South Neighborhood Park Design Standards

Purpose and Intent

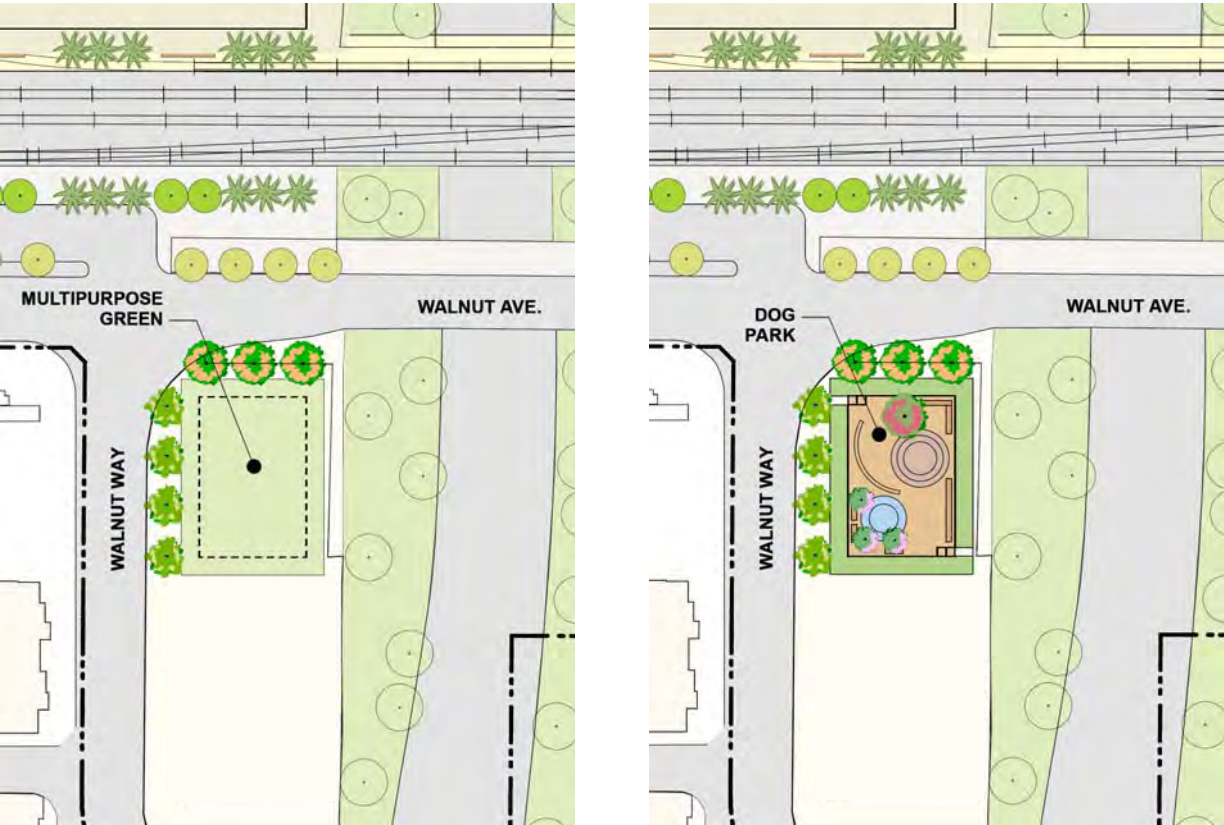
The purpose and intent of this section is to:

- Design the South Neighborhood Park to serve as a public gathering space for informal gathering, neighborhood events and activities, and sports play.
- Allow residents and guests to interact.
- Serve as a “yard” for residents without private outdoor space.
- Provide space for after-school activities for children.
- Construct subtle thematic elements related to the City’s heritage (agriculture, railroad, etc.).

Figures 4-9 shows conceptual designs for the South Neighborhood Park. These concepts are meant to illustrate potential opportunities. The final location and design will be determined by the developer that constructs the park with review and approval by the Director of Parks and Recreation.

Standards	
Minimum Size	27,600 square feet
Location	Anywhere south of railroad corridor
Property Type	Public property or private property (with public easement)
Final Design Process	Process led by private developer (if private) or process led by City of Fullerton Parks and Recreation Department that involves a committee and multiple public meetings (if public)
Management and Maintenance	Homeowners’ association (if private) or City of Fullerton Parks and Recreation Department and Maintenance Services Department (if public)
Guidelines (Elements to be Considered)	
Potential Design Elements	<ul style="list-style-type: none"> ▪ Neighborhood events (such as birthday parties and picnics) ▪ Shade trees and structures ▪ Open lawn area ▪ Picnic and/or barbeque area ▪ Playground ▪ Spray ground ▪ Dog park ▪ Art installations ▪ Community orchard and/or garden ▪ Gazebo or similar shade structure
Potential Program Elements	<ul style="list-style-type: none"> ▪ Neighborhood events ▪ Informal gathering ▪ Family events and gathering ▪ Informal play and recreation
Potential Thematic Elements	<ul style="list-style-type: none"> ▪ Agriculture ▪ Railroad ▪ Family/children theme

Figure 4-9: Conceptual Plans for South Neighborhood Park



These plans are for illustrative purposes only and should not be viewed as absolute plans or forms of regulation. The concept plans are subject to the applicable development standards in section 4.3.5.

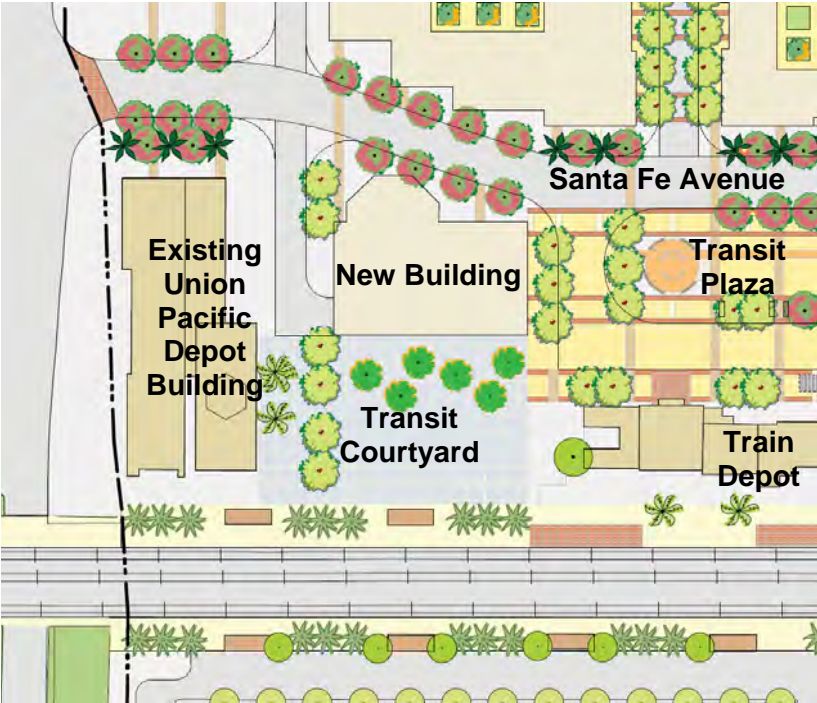
4.3.6 Transit Courtyard Design Standards

Purpose and Intent

The purpose and intent of this section is to:

- Design the Transit Courtyard to serve as a public gathering space for informal gathering.
- Allow residents, transit riders, and shoppers to interact.
- Construct subtle thematic elements related to the railroad.

Standards	
Minimum Size	17,800 square feet
Location	East of the Union Pacific Depot, at the terminus of the alley extension, and between Santa Fe Avenue, the Transit Plaza, the railroad corridor, and Harbor Boulevard
Property Type	Public or private property
Final Design Process	To be designed by the developer of the adjacent mixed-use development project if privately owned. To be designed by the developer with City input if publicly owned and/or maintained.
Management and Maintenance	City, merchants association, property management company, and/or homeowners' association (HOA)
Guidelines (Elements to be Considered)	
Potential Design Elements	<ul style="list-style-type: none"> ▪ Public space for events ▪ Outdoor seating/dining areas ▪ Shade trees ▪ Structures ▪ Kiosks ▪ Integrated sound/speaker system ▪ Electrical outlets for vendors ▪ Vehicle drop-off/valet parking lane through building arcade to connect the alley to the Plaza Road
Potential Program Elements	<ul style="list-style-type: none"> ▪ Infrequently programmed events ▪ Informal gathering
Potential Thematic Elements	Not necessary



This plan is for illustrative purposes only and should not be viewed as an absolute plan or form of regulation. The concept plan is subject to the applicable development standards in section 4.3.6.



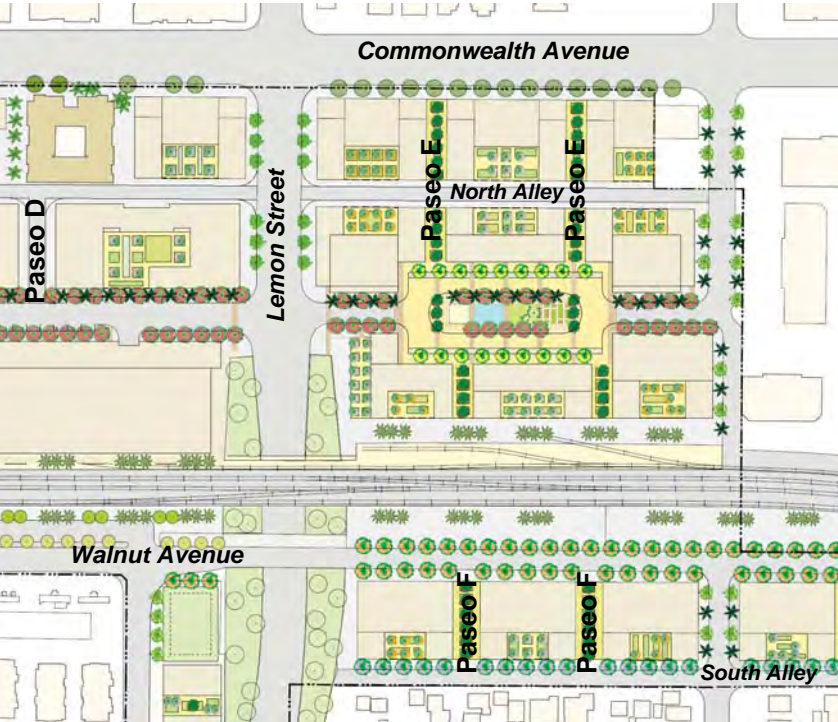
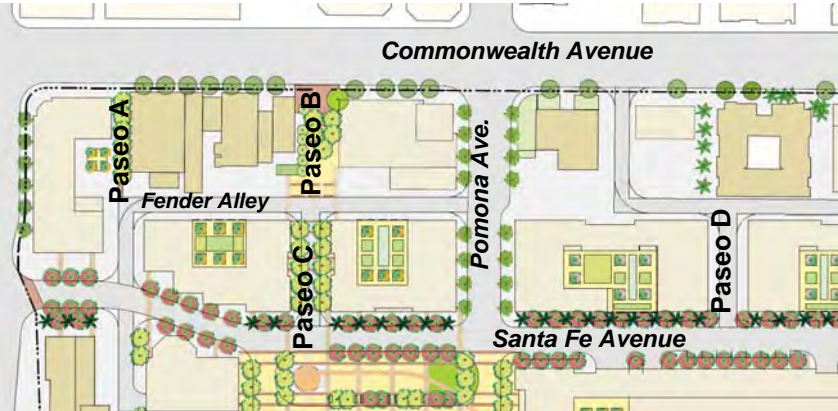
4.3.7 Paseo Design Standards

Purpose and Intent

The purpose and intent of this section is to:

- Design paseos to serve as a public gathering space for informal gathering and to provide enhanced pedestrian connections.
- Allow residents, transit riders, and shoppers to interact in a public setting.
- Serve as an entry to adjacent businesses and buildings.
- To provide a natural and open environment in an urban setting.

Standards	
Minimum Width	Existing width for existing paseos 30' for new paseos if fire access is not required 45' for paseos if fire access is required (26' central fire lane and 9.5' edge zones for trees, planters, and amenities)
Location	Paseos A and B: Existing locations. Paseo C: Located to connect Paseo B to the Transit Plaza. Paseo D, E, and F: Anywhere near the middle of the block (at least 200' from the north-south streets that define the block). One additional paseo on the same block as Paseo E is encouraged to connect Commonwealth Avenue to the North Neighborhood Park
Property Type	Public and private property
Final Design Process	Paseos will be designed and approved with adjacent development projects.
Management and Maintenance	City, merchants association, and/or homeowners' association (HOA)
Guidelines (Elements to be Considered)	
Potential Design Elements	<ul style="list-style-type: none"> ▪ Outdoor seating/dining areas ▪ Shade trees ▪ Shade structures ▪ Planters at edges and throughout ▪ Kiosks ▪ Product vendors (integrated coffee and newspaper stands)
Potential Program Elements	<ul style="list-style-type: none"> ▪ Informal gathering
Potential Thematic Elements	Not necessary



These plans are for illustrative purposes only and should not be viewed as absolute plans or forms of regulation. The concept plans are subject to the applicable development standards in section 4.3.7.



4.3.8 Train Depot Property and Train Platforms

Purpose and Intent

The purpose and intent of this section is to identify potential opportunities to improve the Train Depot Property and the Train Platforms.

Standards	
Minimum Size	Existing
Location	Existing
Property Type	Public property and railroad right-of-way
Final Design Process	City led process
Management and Maintenance	City
Guidelines (Elements to be Considered)	
Potential Design Elements	<ul style="list-style-type: none"> ▪ Bike-N-Ride Facility: <ul style="list-style-type: none"> ▪ Bike storage facilities ▪ Bike lockers ▪ Bike racks ▪ Showers for bicyclists ▪ Bike maintenance areas ▪ Bike sharing stations ▪ Outdoor seating/dining areas ▪ Shade trees ▪ Shade structures ▪ Planters at edges and throughout ▪ Kiosks ▪ Product vendors
Potential Program Elements	<ul style="list-style-type: none"> ▪ Informal gathering
Potential Thematic Elements	Not necessary

4.3.9 Civic Space Dedication, Construction, and In-Lieu Fees

Purpose and Intent

The purpose and intent of this section is to require each new development project to contribute equitably to the development of civic spaces.

Standards

- A. All development projects shall be required to contribute equitably to the development of the proposed civic spaces within the FTC Specific Plan area. Contributions may occur through land dedications, construction, or an in-lieu fee. Developers/applicants that contribute land dedications and/or construct civic spaces shall be reimbursed by in-lieu fees paid by future applicants/developers within the FTC Specific Plan Area.
- B. The location of the South Neighborhood Park(s) shall be determined prior to approval of the first development application south of the railroad tracks, east of the Walnut Avenue/Walnut Way intersection. A land dedication shall be required to accommodate the development of this park site.

4.4 BUILDINGS

4.4.1 Introduction

Within the FTC Specific Plan Area, the following building types are allowed:

- Mixed-Use A
- Mixed-Use B
- Mixed-Use C
- Preserved Buildings (Historic and Potentially Historic Structures)

Figure 4-10, Building Regulating Plan, shows where the building types are allowed.

Development standards for Mixed-Use A, Mixed-Use B, and Mixed-Use C are provided in Sections 4.4.3 through 4.4.5. For each of these building types there are development standards that address the following:

- Sustainable Design
- Residential Density
- Lot Size
- Building Placement
- Parking
- Frontages
- Frontage Elements
- Height and Mass
- Building Uses

Standards that address additions and alterations to Preserved Buildings and allowed land use are provided in Section 4.4.6.

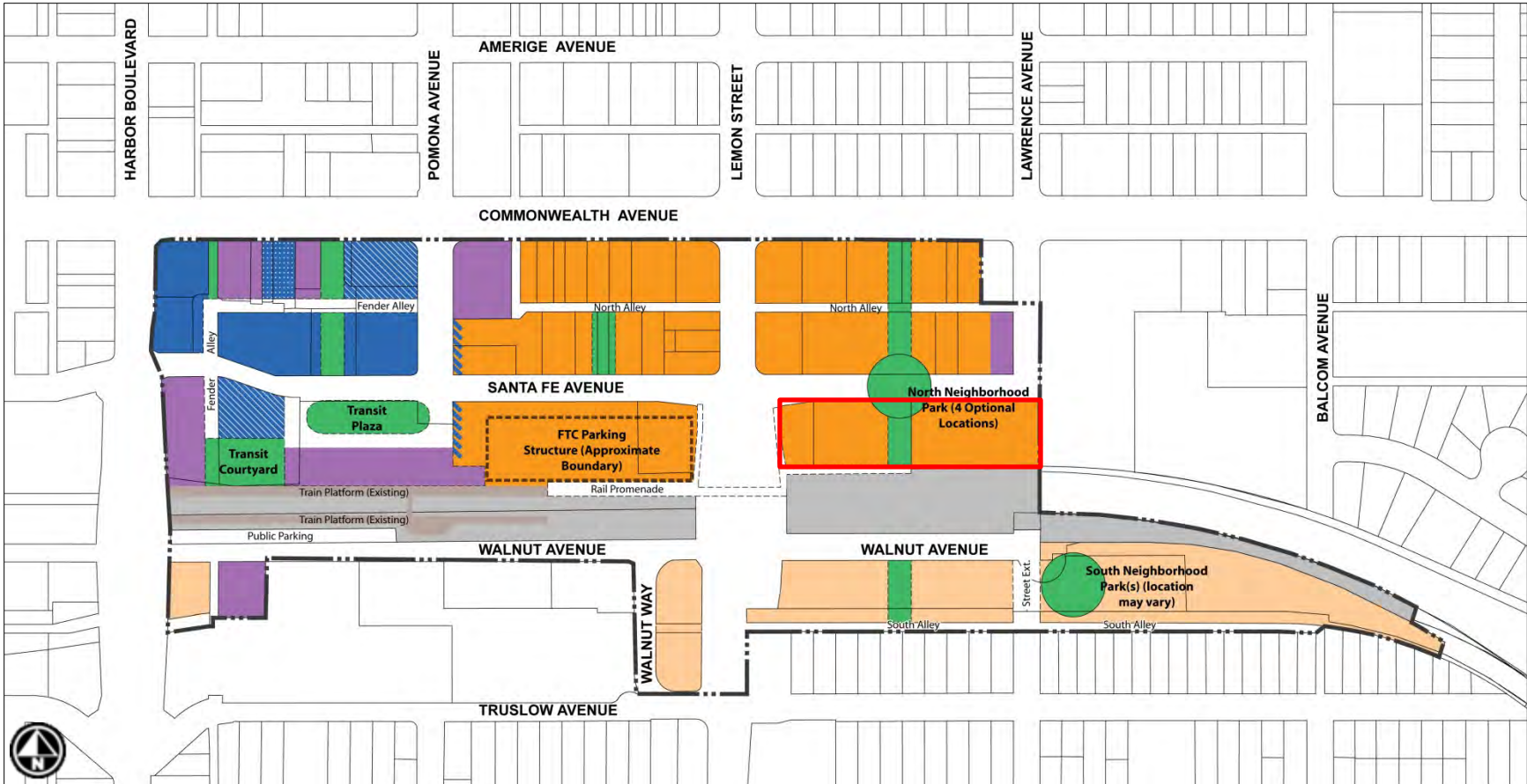
In addition to the specific development standards that are provided for each of the above building types, this Regulating Code provides general standards and guidelines that apply to all new buildings (regardless of building type). These standards and guidelines are provided in the following sections:

- 4.5: Architectural Standards and Guidelines
- 4.6: Landscape Standards and Guidelines
- 4.7: General Standards

4.4.2 Additional Building Types

The City of Fullerton recognizes that there are unique types of buildings and uses that may be desirable within the Specific Plan Area. Such buildings and uses include (but are not limited to) performing arts centers, live music venues, libraries, museums, community centers, additions to and adaptive reuse of historic buildings, and other building types designed by signature or published architects. Because of their unique functions and unique design requirements, the City recognizes that these buildings and uses may require development and design standards that are different from the standards provided for Mixed-Use A, B, or C. The City does not want to prevent these types of buildings and uses in the future. Therefore, this Specific Plan allows property owners, developers, and/or the Fullerton Redevelopment Agency to propose projects with unique building types and uses within the FTC Specific Plan Area. The approval of projects with an additional building type and/or use shall require the following process:

Figure 4-10: Building Regulating Plan



- Mixed-Use A: 3 floor (min.) & 5 floors/70' (max.)
- Mixed-Use A: 2 floors (min.) & 3 floors/40' (max.)
- Mixed-Use A: 1 floor (min.) & 2 floors/30' (max.)
- Mixed-Use B: 3 floors (min.) & 6 floors/80' (max.)
- Mixed-Use B: 3 floors (min.) & 6 floors/80' (max.) with storefronts required on the ground floor
- Mixed-Use B-Res: 3 floors (min.) & 6 floors/80' (max.)
- Mixed-Use C: 2 floors (min.) & 5 floors/60' (max.)
- Railroad Right-of-Way
- FTC Parking Structure Boundary (Approximate)
- Preserved Buildings (Historic and Potentially Historic Structures)
- Civic Space

Public Workshop: A publicly noticed meeting that presents the proposed project and solicits input and comments from members of the community. All property owners and properties within 300 feet of the property shall be noticed.

- Town Architect Review: The Town Architect will review the plans based on the Specific Plan findings for approving a new building type. The Town Architect will provide recommendations to City staff, the Redevelopment Design Review Committee, the Planning Commission, and the City Council.
- Redevelopment Design Review Committee: A public hearing before the Redevelopment Design Review Committee to review the proposed project's design, including its architectural relationship to historic structures. The Redevelopment Design Review Committee shall consider comments and recommendations from the Town Architect and members of the public before making a formal recommendation to the Planning Commission.
- Planning Commission Public Hearing: A public hearing before the Planning Commission to review the proposed project's land use, environmental documents, and relationship with historic structures. The Planning Commission shall consider comments and recommendations from the Town Architect, the Redevelopment Design Review Committee, and members of the public before making a formal recommendation to the City Council.
- City Council Public Hearing: A public hearing before the City Council to review the proposed project. The City Council has the authority to approve or deny the project based on recommendations from the Town Architect, the Redevelopment Design Review

Committee, the Planning Commission, and members of the public.

The City Council must make the following findings before approving the project:

- The project would meet the overall goals and objectives of the FTC Specific Plan.
- The proposed building and site design features are of exceptional quality and warrant the approval of a project that would otherwise not be allowed by the FTC Specific Plan.
- The proposed project is designed to achieve the equivalency of a certified project under the most current version of the LEED New Construction Rating System.
- The proposed uses of the building and the site would be compatible with adjacent and nearby properties.
- Adequate parking facilities (on-site or off-site) are available to serve the proposed project.
- The proposed project would not jeopardize the health, safety, and welfare of the public and adjacent and nearby properties.
- The project impacts have been previously analyzed in the FTC Specific Plan Program EIR, or additional CEQA documentation has been prepared to address the project (refer to Section 4.4.2 of the Regulating Code for the FTC Specific Plan).

4.4.3 Mixed-Use A (MU-A)

Mixed-Use A is a three to five story building that may contain a mix of commercial and residential uses. The ground floor is intended to accommodate storefronts for retail, service, and dining uses. Upper floors generally contain office space or residential apartments and/or condominiums. The building may also be occupied by a hotel.



■ Allowed Locations



Mixed-Use Building A: Sustainable Design Standards

Purpose and Intent

The purpose and intent of this section is to:

- Reduce waste sent to landfills.
- Conserve energy and water.
- Create healthier and safer indoor environments for occupants.
- Reduce greenhouse gas emissions.
- Demonstrate the City’s commitment to environmental stewardship and social responsibility.
- Lower operating costs and increase asset value of buildings.

LEED Equivalency Standard

The design of the building and site shall incorporate sustainable design features to demonstrate the equivalency of a certified project under the US Green Building Council’s (USGBC) LEED Rating System for New Construction. The version of LEED for New Construction that is in effect when the application is deemed complete shall be utilized. Official or formal certification by the USGBC is not required by the City of Fullerton due to associated administrative costs. However, the project shall be designed with measures in place to meet the equivalency of a Certified Building.

Implementation Standards

To implement the above standard, the design team for the project shall include at least one LEED Accredited Professional.

As part of the project application, the applicant shall submit a Preliminary LEED Checklist that documents how the project will meet the LEED Equivalency Standard. The Town Architect will review the checklist to determine compliance with LEED Equivalency Standard.

Prior to issuance of the building permit, the project applicant shall submit the following items to the City of Fullerton:

- Final LEED Checklist: A Final LEED Checklist that documents how the project will meet the LEED Equivalency Standard.
- Signed Declaration: A signed declaration from the applicant’s project architect and LEED Accredited Professional declaring that the plans and plan details have been prepared in accordance with the submitted LEED Checklist. Stamped and signed plans that include the LEED Checklist and the Signed Declaration on the front page of the plan set.
- All of the above items shall be reviewed and approved by the City of Fullerton Building Official prior to issuance of building permits.

The City may waive plan check and inspection fees for projects that incorporate sustainable building features. Contact the Community Development Department for incentives that are currently being offered.

Mixed-Use Building A: Residential Density

Purpose and Intent

The purpose and intent of this section is to:

- Establish the maximum residential density.
- To provide flexibility in building design by allowing the transfer of allowed residential density to other Mixed-Use A properties.
- To promote affordable housing by encouraging the use of the California Density Bonus Law.

Residential Density	
Maximum	45 units per acre
Density Transfers	
<p>If a property is not developed to its maximum allowed residential density, the unused residential density may be transferred to other properties within the MU-A Zone. If residential units are transferred, the receiving properties may be built above the maximum density standard provided that the design of the building and site complies with the Mixed-Use A building standards. The units may be transferred by donating or selling the unused development rights to other property owners within the Mixed-Use A Zone. The Transfer of development density shall require authorization by the Community Development Director to ensure compliance with the certified EIR and any subsequent CEQA documents. All approved transfers shall be recorded with the County Recorder to maintain adequate legal documentation.</p>	
Density Bonus	
<p>As required by the California Density Bonus Law, the applicant may receive a density bonus of 5 to 35 percent if a certain percentage of the units are provided in the form of senior housing or affordable housing (see section 4.7.8, Density Bonuses). Section 4.7.8 describes how the density bonuses are calculated.</p>	
Density Transfer and Density Bonus	
<p>The density bonus may be applied to units that are transferred to a property. For example, a 1.0 acre property would be allowed to construct 45 units. If this property receives an additional 5 transfer units, a total of 50 units would be allowed. If a certain percentage of the 50 units are affordable per California Density Bonus Law, the maximum density could increase from 50 units (the allowed density plus the transfer units) to between 53 units (allowed density with 5 percent density bonus) and 68 units (allowed density with 35 percent density bonus). Section 4.7.8 describes how the density bonuses are calculated.</p>	

Mixed-Use Building A: Lot Standards

Purpose and Intent

The purpose and intent of this section is to:

- Establish a protocol for determining the front property line for corner lots.
- Ensure that all new parcels that are created have a frontage along a street.

Front Property Line

For corner lots, the front property line shall be determined by the following street hierarchy. Whichever street is ranked highest in the list will determine the front property line.

- Commonwealth Avenue
- Harbor Boulevard
- Transit Plaza
- Santa Fe Avenue
- Pomona Avenue

Lot Width

A	Minimum	25'
B	Maximum	Limited only by the distance between streets, the distance between a street and alley, or the distance between the street and the railroad right-of-way.

Lot Depth

C	Minimum	65'
D	Maximum	Property south of Santa Fe Avenue: 170' Properties north of Santa Fe Avenue: Limited by the distance between the street and alley.

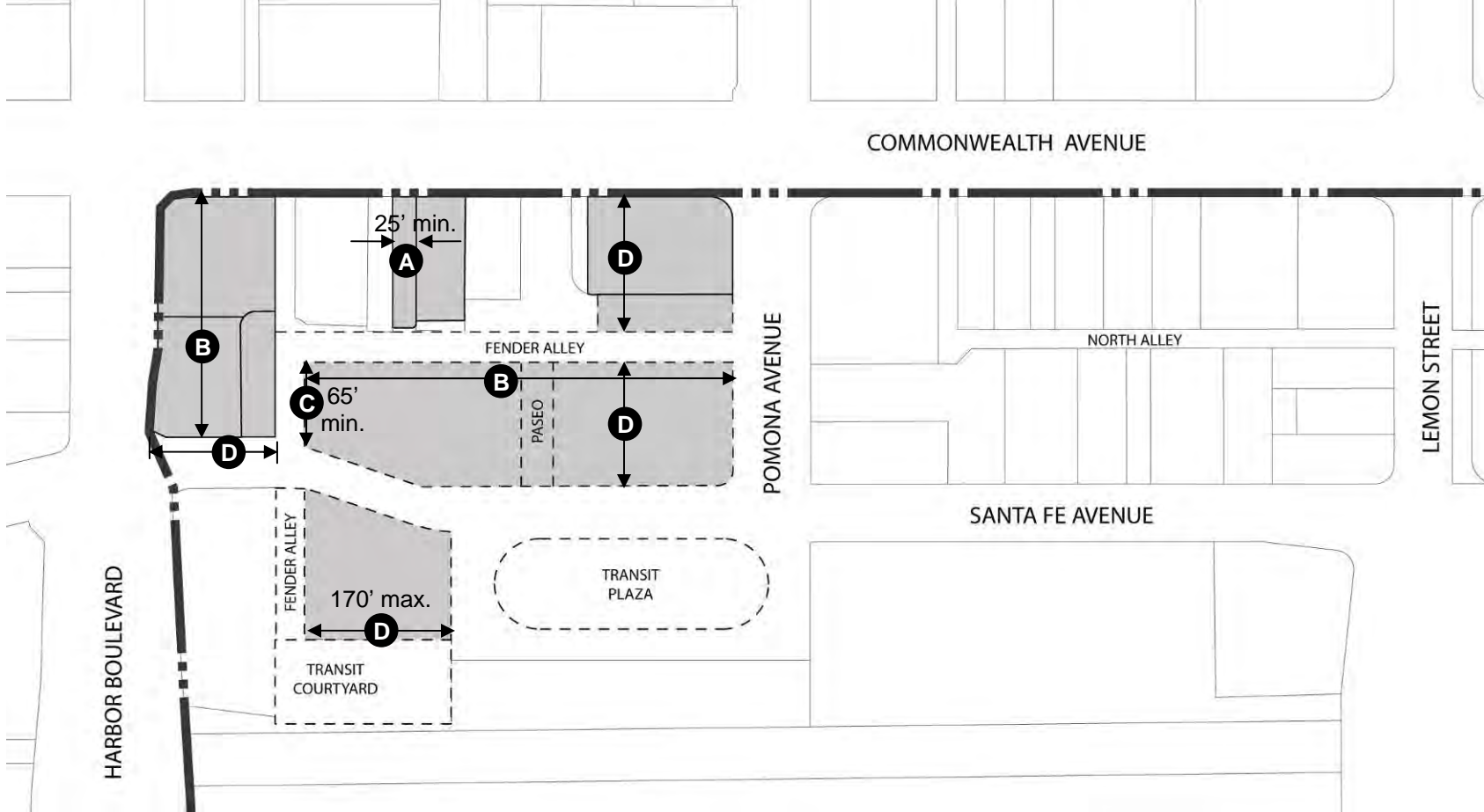
Street Frontage

All properties that are created through a lot merger and/or subdivision shall have frontage along at least one street.

Additional Standards

The above lot width, depth, and street frontage standards apply to land subdivisions and do not restrict the location or minimum sizes of condominium subdivisions.

Lot Standards Diagram



Mixed-Use Building A: Building Placement

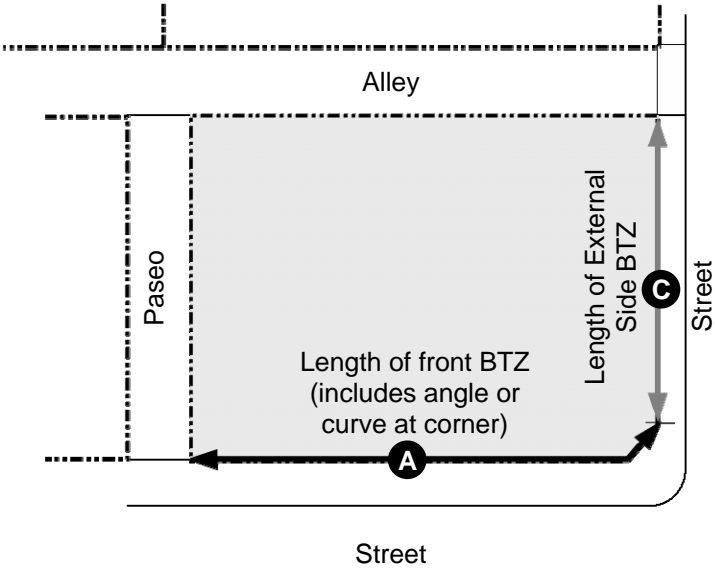
Purpose and Intent


The purpose and intent of this section is to:

- Create buildings that have a positive relationship to streets by generally placing facades along street-adjacent property lines.
- To only allow building setbacks from street-adjacent property lines to create active outdoor spaces for pedestrians, such as courtyards, outdoor dining spaces, and building entrances.
- Minimize building setbacks to maximize the buildable area of the site.


Setbacks from Property Lines (PL)	
Front PL	Setbacks are not required.
Rear PL	Setbacks are not required.
Internal Side PL	Setbacks are not required.
External Side PL	Setbacks are not required.
Build-to-Zone (BTZ): Zone that must be partially or completely occupied by a building facade	
A Front BTZ	The BTZ for the front facade is along the front property line at a zero-foot setback.
B Front BTZ Buildout	90% to 100% of the length of the front BTZ shall be occupied by the front facade.
C External Side BTZ	The BTZ for the external side facade is along the external side property line at a zero-foot setback.
D External Side BTZ Buildout	60% to 100% of the length of the external side BTZ shall be occupied by the side facade.
E Exception 1	Front and external side facades may be setback from the BTZ by an additional 10' to create forecourts, building entrances, and outdoor dining spaces.
Exception 2	Facades along Santa Fe Avenue that are west of the Transit Plaza may be setback from the BTZ by up to 30' to create forecourts, building entrances, and outdoor dining spaces.
Notes	
1. There are no Build-to-Zone standards for internal side or rear property lines.	

Building Placement Diagram

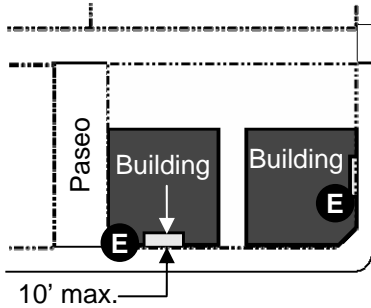


 Buildable Area

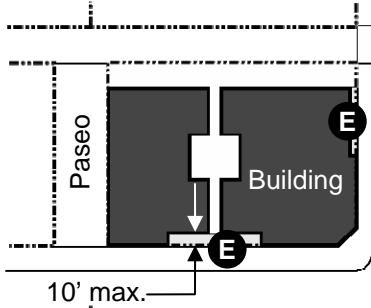
 Front BTZ

 External Side BTZ

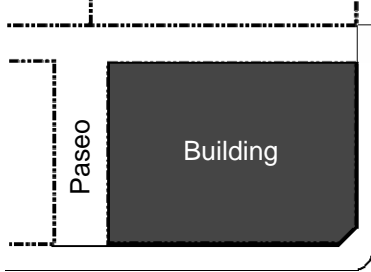
BTZ Buildout Possibilities
(For illustrative purposes only)



- B** 90% of the length of the front BTZ is occupied by facades.
- D** 60% of the length of the external side BTZ is occupied by a facade.



- B** 95% of the length of the front BTZ is occupied by facades.
- D** 85% of the length of the external side BTZ is occupied by a facade.



- B** 100% of the length of the front BTZ is occupied by facades.
- D** 100% of the length of the external side BTZ is occupied by a facade.

Mixed-Use Building A: Parking

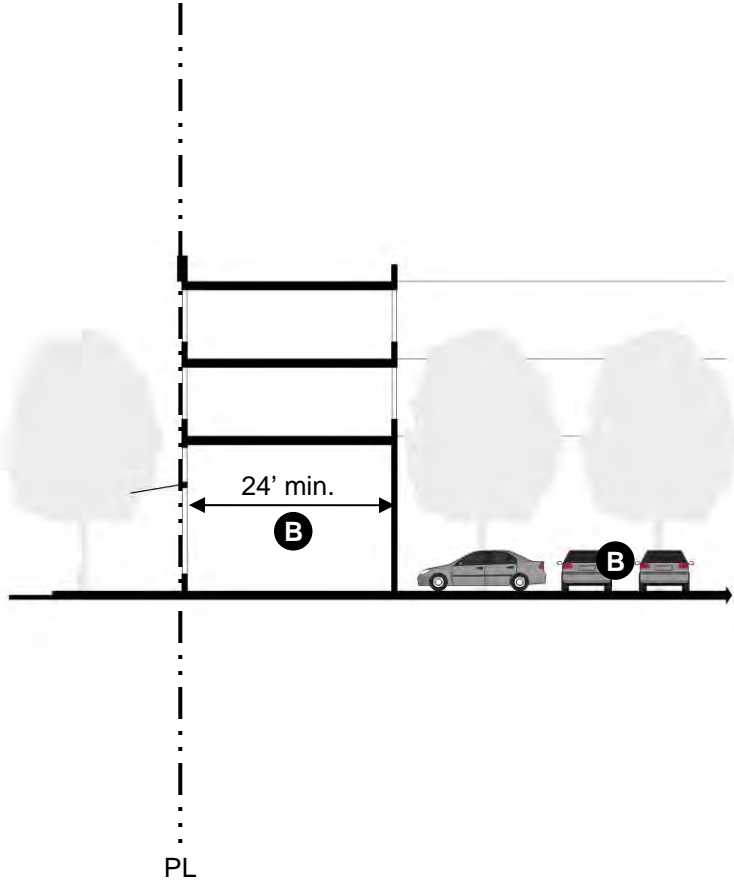
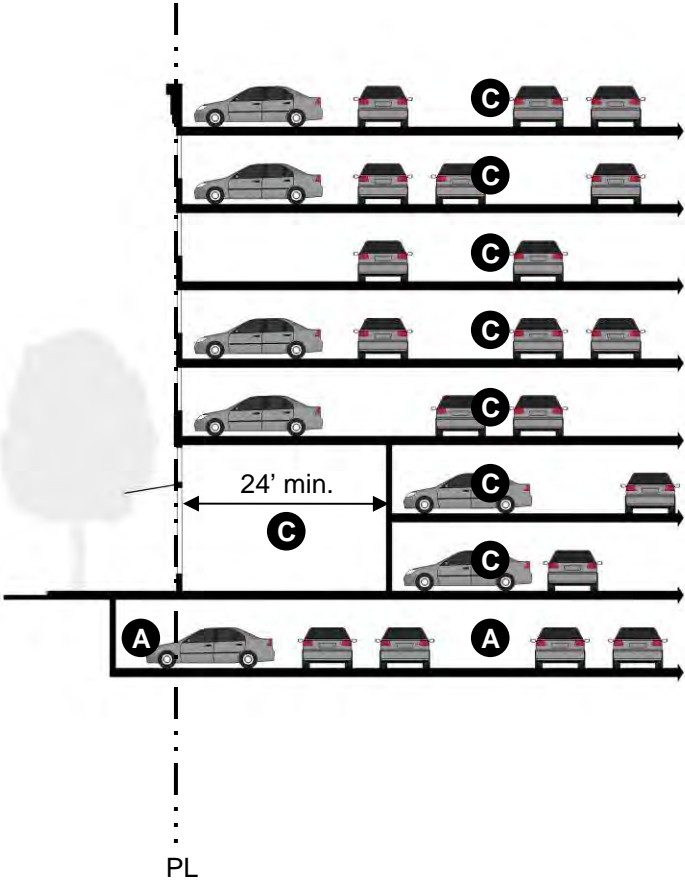
Purpose and Intent

The purpose and intent of this section is to:

- Provide a range of parking options for property owners.
- Create a pedestrian-friendly environment by preventing the placement of on-site parking between buildings and sidewalks.
- Ensure that above ground parking structures are adequately located and partially screened from public view.
- Minimize potential conflicts between vehicles and pedestrians by limiting driveway locations.
- Allow the option of automated parking systems to reduce the amount of physical space dedicated to parking.

Parking Placement	
A Underground Parking Levels	Allowed within the buildable areas of the site. Underground parking may also be allowed under alleys, streets, and civic spaces with the approval of an encroachment permit. If the parking level is under the street or public spaces it shall be designed with planters that accommodate required trees.
B Surface Parking Lots	Allowed if a building ¹ is located between the parking lot and all adjacent streets.
C Above Ground Parking Levels	Allowed within the buildable areas of the site. However, storefronts ¹ are required along the ground floor of all street adjacent facades to create an activated pedestrian-oriented environment. The facade along the upper floors shall be designed with features to screen views of cars (see Section 4.5.4, Facades (Specific to Parking Structures), for additional standards).
Automated Parking	Automated parking systems are allowed in all parking facilities.
Driveways	
Allowed locations	Driveway access shall occur from alleys or Pomona Avenue. Driveway access from Santa Fe Avenue, Commonwealth Avenue, Harbor Boulevard, and the Plaza Road is prohibited.
Notes	
1.	The minimum depth of the building or ground floor space (as measured from interior wall to interior wall) shall be 24'.

Parking Diagram



Mixed-Use Building A: Frontage: Storefronts

Purpose and Intent

The purpose and intent of this section is to:

- Encourage pedestrian activity and window shopping by creating attractive ground floor spaces with interiors that are highly visible from streets and sidewalks.
- Design ground floor spaces with ceiling heights that will attract a variety of retail, dining, and service tenants.
- Require building entrances along street-adjacent facades.
- Require street-adjacent facades to have window openings for informal surveillance of the street, and to avoid blank, windowless facades.
- To ensure building facades adjacent to pedestrian areas relate to a pedestrian scale and function.

Required Locations:

This frontage is required along all front and external side facades.

Ground Floor

A	Floor Elevation	The ground floor elevation shall be located near the elevation of the sidewalk to eliminate the need for external steps and minimize the need for ADA ramps at storefront entrances.
B	Height	18' minimum floor-to-floor height
C	Windows	At least 60% of the surface area of the ground floor facade ¹ shall be occupied by windows ² .
D	Entrances to Ground-Floor Tenants with Street Frontage	A storefront entrance from the adjacent sidewalk is required for each tenant. Storefronts may be recessed into the facade to create covered outdoor dining areas and covered entrances.
E	Lobby Entrances for Upper Floor Uses	Lobby entrances to upper floor uses shall be located on street-adjacent or paseo-adjacent facades. Lobby entrances may be recessed into the facade.

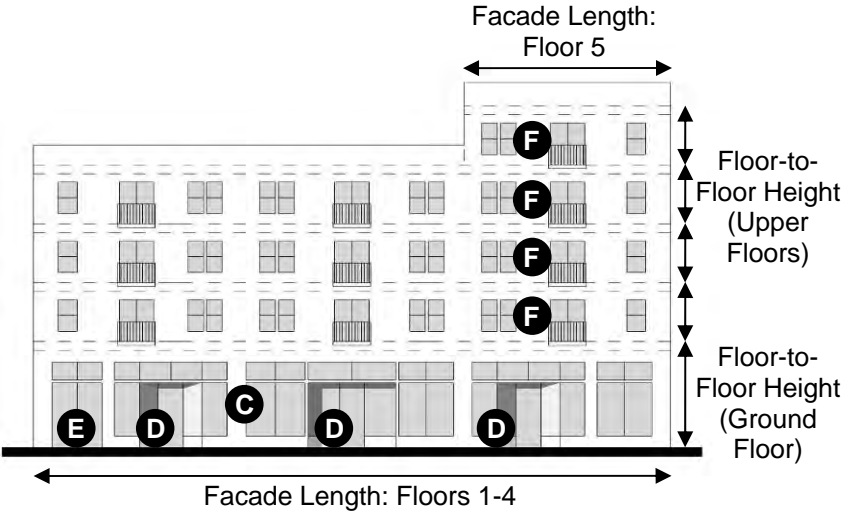
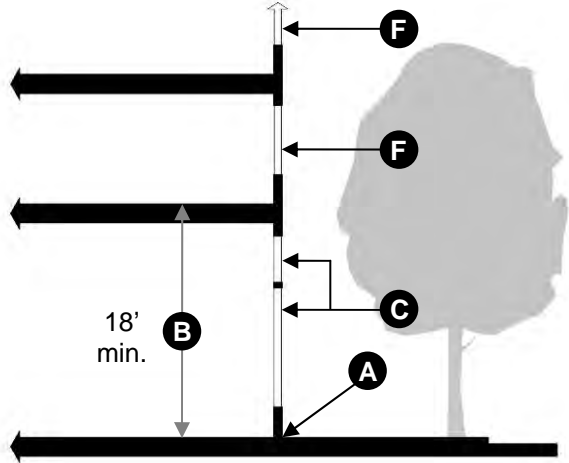
Upper Floors

F	Windows	At least 25% of the surface area of each upper floor facade ¹ shall be occupied by windows ² .
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Notes:

1. As measured by multiplying the length of the facade by the floor-to-floor height of each floor of the building.
2. All parts of the window (such as head, jamb, frame, sash, sill, muntin bars, and panes) that are visible on the elevation drawing shall be included as "window" in the calculation. Windows on doors and unglazed openings in the facade (such as covered walkways, openings on parking level facades, and parking facility entrances) are considered windows for calculation purposes.

Frontage (Storefront) Diagram



Examples of Storefronts

Mixed-Use Building A: Frontage Elements

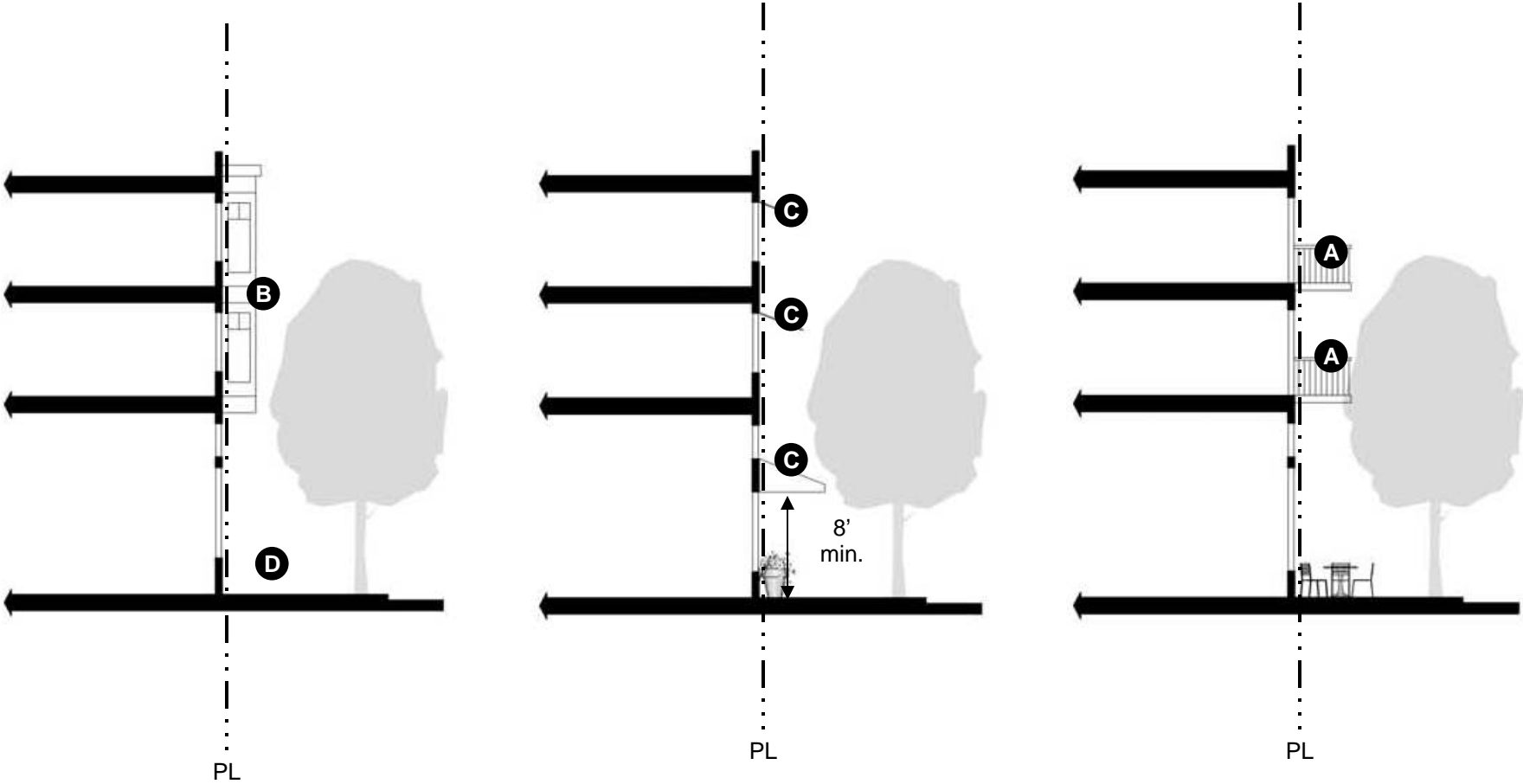
Purpose and Intent

The purpose and intent of this section is to:

- Enhance the design of buildings by allowing a variety of frontage elements.
- Establish standards for frontage elements that project over or into the public right-of-way.
- Allow a variety of window shades and roofs to project from the facade to help with passive cooling of the building.

Optional Elements	
A	<p>Balconies</p> <p>Balconies may be recessed into the facade or may project over the public right-of-way¹ by up to 5'. Balconies that project from the facade shall have metal railings or transparent glass walls. Solid wall surfaces are prohibited on projecting balconies. Balconies that extend over the public sidewalk shall be designed with solid floors to prevent rainwater from dripping on pedestrians.</p>
B	<p>Bay Windows (on upper floors only)</p> <p>Bay windows may project over the public right-of-way¹ by up to 3'. The maximum width of a bay window shall not exceed 12'. At least 6 horizontal feet of space shall be provided between bay windows along the facade.</p>
C	<p>Awnings, Window Shades and Roof Projections</p> <p>Awnings, window shades (vertical and horizontal), and roof projections may project over the public right-of-way¹ by up to 6' if at least 8' of vertical clearance is provided. Solar panels may be integrated with awnings, window shades, and roofs.</p>
D	<p>Planters</p> <p>Permanent planters are allowed within setbacks and recessed storefronts. Moveable planter boxes and pots are allowed within the public right-of-way with the approval of an Encroachment Agreement. Planters and pots shall not exceed a height of 36" and shall not drain onto sidewalks.</p>
Notes:	
<p>1. All projections over alleys and paseos shall require approval by the Fire Department and Community Development Director to ensure that they would not obstruct emergency vehicles, and delivery/service vehicles.</p>	

Frontage Elements Diagram



Mixed-Use Building A: Mass and Height

Purpose and Intent

The purpose and intent of this section is to:

- Limit building height in order to respect the scale of the historic and older buildings along Commonwealth Avenue and near the Transit Plaza.
- Limit the width of buildings to ensure that new development is appropriately scaled to the desired urban form.
- Require buildings with residential units to include common outdoor spaces to promote social interaction and provide opportunities to enjoy the outdoor environment.
- Ensure that new buildings have a minimum number of floors to achieve a relatively high density of development near the Fullerton Transit Center.

Number of Floors (excluding parking levels)

A	Minimum	Figure 4-10 establishes the minimum height for Mixed-Use A Buildings. The minimum height is required along at least 75% of the front facade.
	Exception	The Community Development Director may allow fewer floors to improve compatibility with historic structures.
B	Maximum	Figure 4-10 establishes the maximum height for Mixed-Use A Buildings.
C	Loft Levels	Lofts are allowed within residential and live-work units. If the loft occupies less than 1/3 of the unit's footprint, the loft will not be counted as a floor.

Building Height¹ and Width

D	Figure 4-10 establishes the maximum height for Mixed-Use A Buildings.
	The maximum width of a building shall not exceed 250'. This standard does not apply to underground parking levels, which may exceed 250' and be located under multiple buildings and paseos.

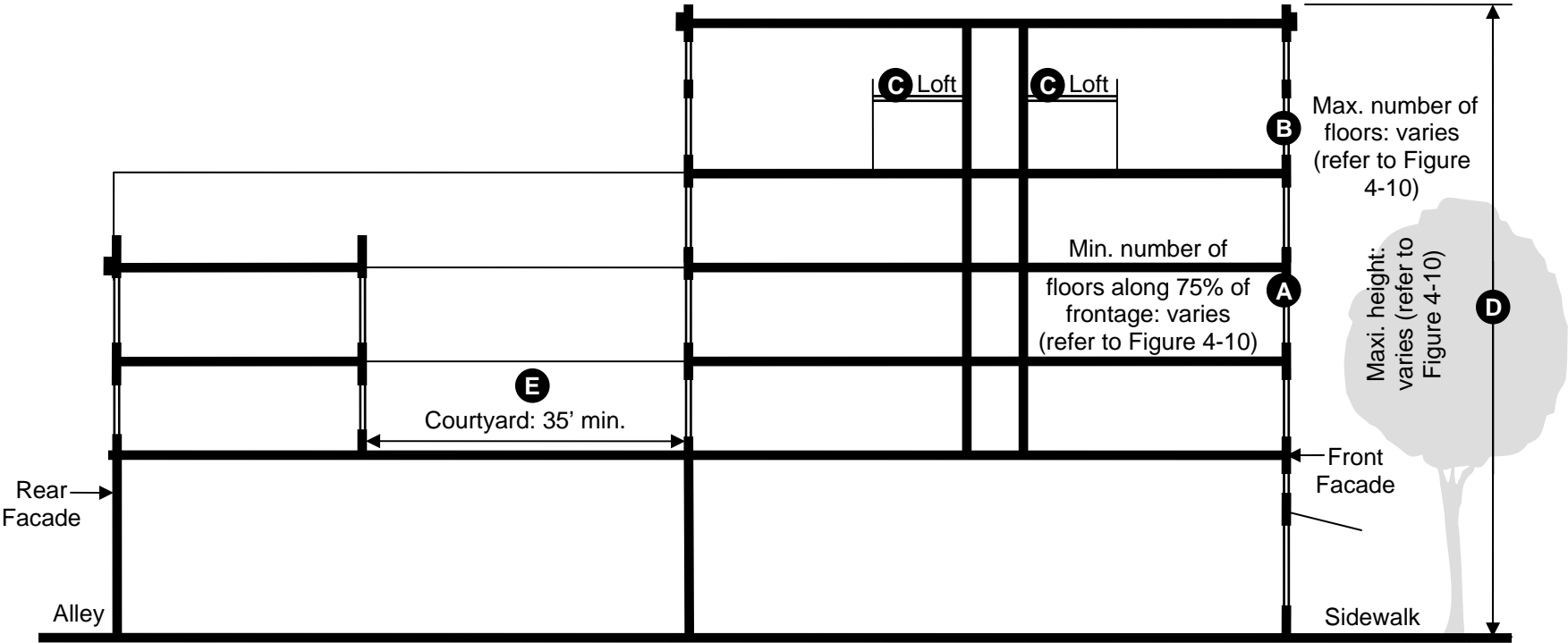
Common Open Space

E	Common open space shall be provided at a rate of at least 50 square feet per residential unit. At least one common open space area per building shall have a minimum dimension of 35' by 35'. The remaining open space may be provided in a series of smaller and more intimate spaces. Private outdoor space for residential units is not required.
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Notes:

1. As measured from the average elevation of the sidewalk along the front property line to the top of cornice or roof eave. Elevator shafts/stairwells, chimneys, and roof appurtenances (such as plumbing stacks, air vents, mechanical equipment, satellite dishes, and solar panels) may be located above the building height limit.

Mass and Height Diagram



Mixed-Use Building A: Building Uses

Purpose and Intent

The purpose and intent of this section is to:

- Allow a variety of compatible uses within buildings.
- Require uses that generate relatively high volumes of pedestrian traffic on ground floor spaces that have street frontage.
- Allow a variety of uses on upper floors and ground floor spaces that do not have street frontage.
- Regulate uses that could create potential conflicts with neighbors through the City’s Conditional Use Permit, Administrative Restaurant Use Permit, and Outdoor Dining Encroachment Agreement processes.

Ground Floor with Street Frontage

A	Allowed	Retail, Service, Dining without Alcohol, Residential Sales/Leasing
B	Permitted with Conditions	Lodging (CUP), Cultural/Religious/Public Assembly/Banquet Facilities (CUP), Dining with Alcohol (ARUP/CUP), Bar/Tavern/Night Club (CUP), Outdoor Dining (ARUP/CUP/ODEA), Live Entertainment (CUP)

Ground Floor without Street Frontage

C	Allowed	All uses as listed under Standard A, above, Medical Service/Office, General Office, Live-Work
D	Permitted with Conditions	All uses as listed under Standard B, above

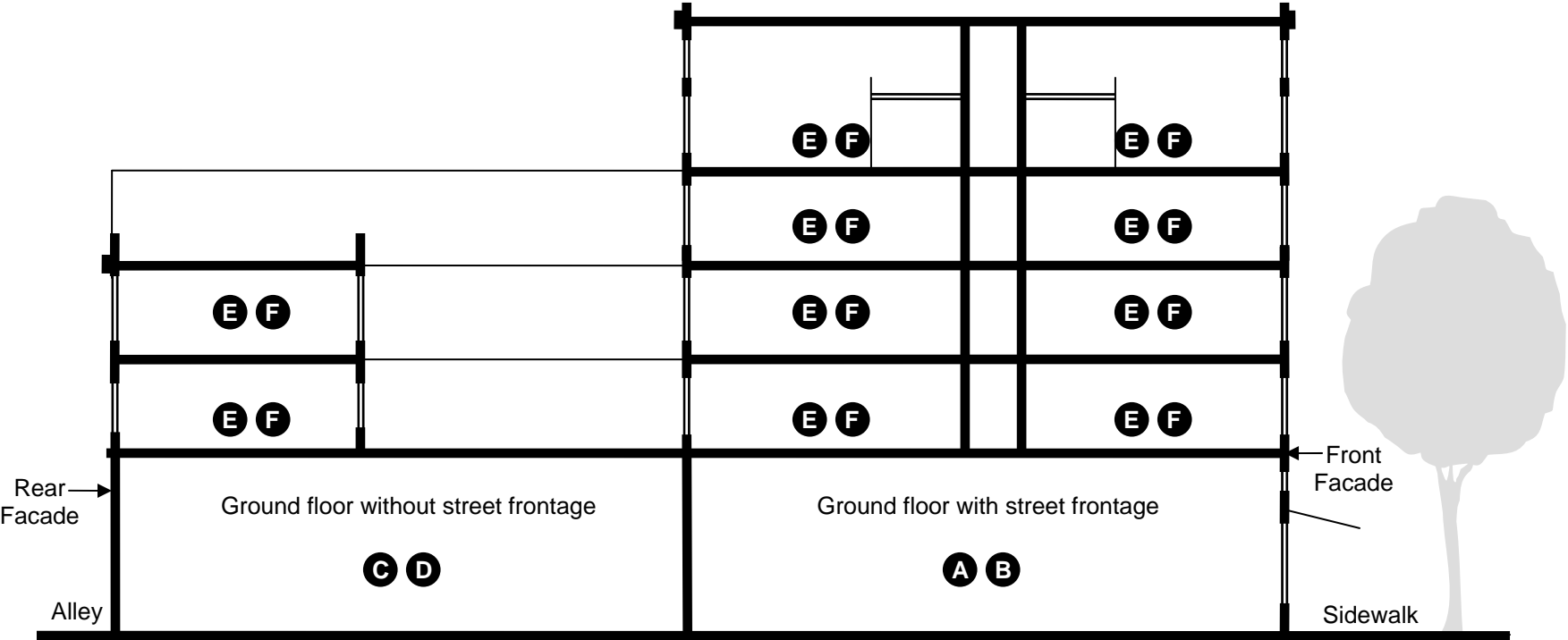
Upper Floors

E	Allowed	Retail, Service, Medical Service/Office, General Office, Residential, Live-Work, Residential Sales/Leasing
F	Permitted with Conditions	Lodging (CUP), Cultural/Religious/Public Assembly/Banquet Facilities (CUP), Dining with and without Alcohol (ARUP/CUP), Bar/Tavern/Night Club (CUP), Live Entertainment (CUP), Outdoor Dining (ARUP/CUP/ODEA),

Notes:

1. All of the above uses are defined in Section 4.8.
2. CUP: Requires Conditional Use Permit (see Fullerton Municipal Code chapters 15.70)
3. ARUP or CUP: Depending on the characteristics of the restaurant, the use requires an Administrative Restaurant Use Permit or a Conditional Use Permit (see Fullerton Municipal Code chapters 15.30, 15.70, and 15.71)
4. ODEA: Requires an Outdoor Dining Encroachment Agreement if on public right-of-way.
5. Certain types of the above uses are specifically prohibited within the FTC Specific Plan (see Section 4.7.2, Use Standards).

Building Uses Diagram

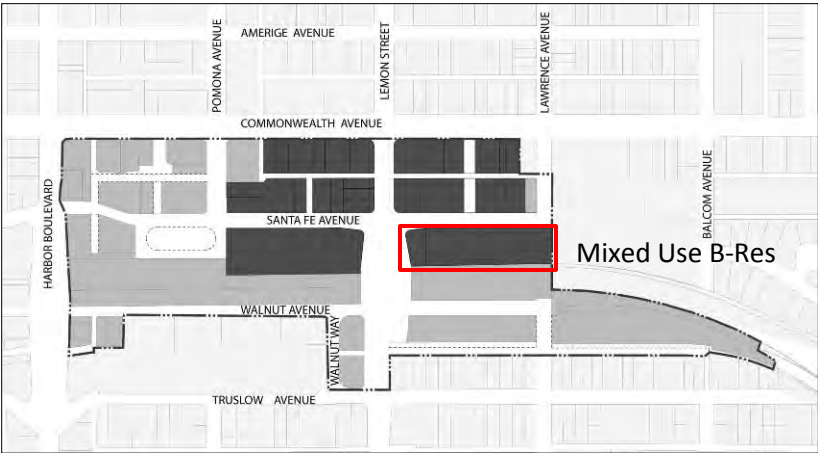


City of Fullerton

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4.4.4 Mixed-Use B (MU-B)

Mixed-Use B is a three to six story building that primarily contains residential apartments and/or condominiums. Live-work units, commercial uses, public parking, and public transit uses may also be provided within the building. The building may also be occupied by a hotel.



■ Allowed Locations



Mixed-Use Building B: Sustainable Design Standards

Purpose and Intent

The purpose and intent of this section is to:

- Reduce waste sent to landfills.
- Conserve energy and water.
- Create healthier and safer indoor environments for occupants.
- Reduce greenhouse gas emissions.
- Demonstrate the City's commitment to environmental stewardship and social responsibility.
- Lower operating costs and increase asset value of buildings.

LEED Equivalency Standard

The design of the building and site shall incorporate sustainable design features to demonstrate the equivalency of a certified project under the US Green Building Council's (USGBC) LEED Rating System for New Construction. The version of LEED for New Construction that is in effect when the application is deemed complete shall be utilized. Official or formal certification by the USGBC is not required by the City of Fullerton due to associated administrative costs. However, the project shall be designed with measures in place to meet the equivalency of a Certified Building.

Implementation Standards

To implement the above standard, the design team for the project shall include at least one LEED Accredited Professional.

As part of the project application, the applicant shall submit a Preliminary LEED Checklist that documents how the project will meet the LEED Equivalency Standard. The Town Architect will review the checklist to determine compliance with LEED Equivalency Standard.

Prior to issuance of the building permit, the project applicant shall submit the following items to the City of Fullerton:

- Final LEED Checklist: A Final LEED Checklist that documents how the project will meet the LEED Equivalency Standard.
- Signed Declaration: A signed declaration from the applicant's project architect and LEED Accredited Professional declaring that the plans and plan details have been prepared in accordance with the submitted LEED Checklist. Stamped and signed plans that include the LEED Checklist and the Signed Declaration on the front page of the plan set.
- All of the above items shall be reviewed and approved by the City of Fullerton Building Official prior to issuance of building permits.

The City may waive plan check and inspection fees for projects that incorporate sustainable building features. Contact the Community Development Department for incentives that are currently being offered.

Mixed-Use Building B: Residential Density

Purpose and Intent

The purpose and intent of this section is to:

- Establish the minimum and maximum residential densities.
- To provide flexibility in building design by allowing the transfer of allowed residential density to other Mixed-Use B properties.
- To promote affordable housing by encouraging the use of the California Density Bonus Law

Residential Density	
Minimum	20 units per acre
Maximum	60 units per acre
Density Transfers	
<p>If a property is not developed to its maximum allowed residential density, the unused residential density may be transferred to other properties within the MU-B Zone. If residential units are transferred, the receiving properties may be built above the maximum density standard provided that the design of the building and site complies with the Mixed-Use B building standards. The units may be transferred by donating or selling the unused development rights to other property owners within the Mixed-Use B Zone. The Transfer of development density shall require authorization by the Community Development Director to ensure compliance with the certified EIR and any subsequent CEQA documents. All approved transfers shall be recorded with the County Recorder to maintain adequate legal documentation.</p>	
Density Bonus	
<p>As required by the California Density Bonus Law, the applicant may receive a density bonus of 5 to 35 percent if a certain percentage of the units are provided in the form of senior housing or affordable housing (see section 4.7.8, Density Bonuses). Section 4.7.8 describes how the density bonuses are calculated.</p>	
Density Transfer and Density Bonus	
<p>The density bonus may be applied to units that are transferred to a property. For example, a 1.0 acre property would be allowed to construct 60 units. If this property receives an additional 5 transfer units, a total of 65 units would be allowed. If a certain percentage of the 65 units are affordable per California Density Bonus Law, the maximum density could increase from 65 units (the allowed density plus the transfer units) to between 68 units (allowed density with 5 percent density bonus) and 88 units (allowed density with 35 percent density bonus). Section 4.7.8 describes how the density bonuses are calculated.</p>	

Mixed-Use Building B: Lot Standards

Purpose and Intent

The purpose and intent of this section is to:

- Establish a protocol for determining the front property line for corner lots.
- Ensure that all new parcels that are created have a frontage along a street.

Front Property Line

For corner lots, the front property line shall be determined by the following street hierarchy:

- Santa Fe Avenue
- Commonwealth Avenue
- Pomona Avenue/Transit Plaza
- Lemon Street/Lawrence Avenue

Lot Width

A	Minimum	25'
B	Maximum	Limited only by the distance between streets, the distance between a street and alley, and the distance between Lemon Street and the eastern Specific Plan Boundary.

Lot Depth

C	Minimum	90'
D	Minimum Exception	Properties that are between a street and the FTC Parking Structure may have a minimum depth of 20'.
E	Maximum	Limited by the distance between a street and alley or the distance between a street railroad right-of-way.

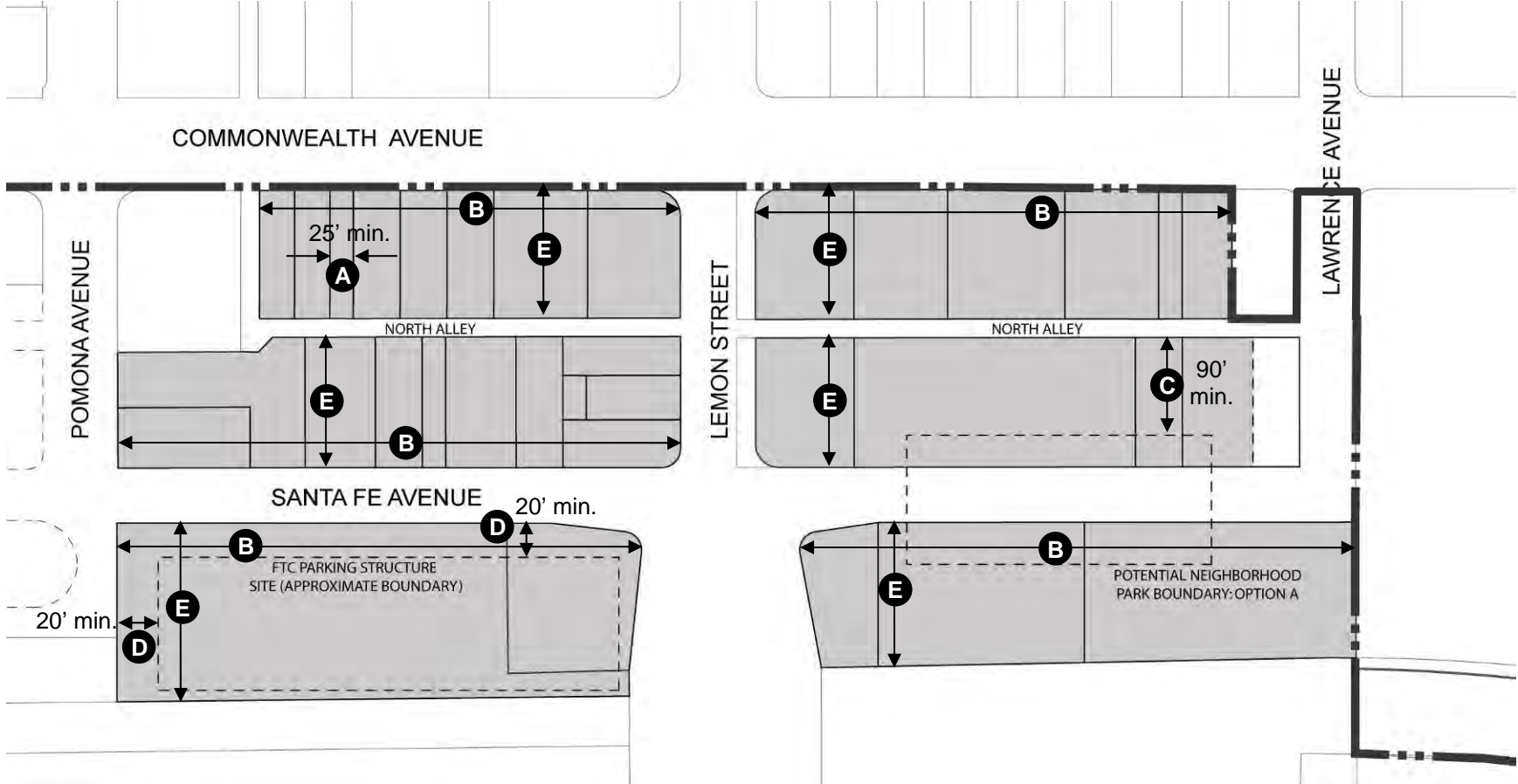
Street Frontage

Properties that are created through a lot merger and/or subdivision shall have frontage along at least one street. This frontage standard does not apply to the FTC Parking Structure site.

Additional Standards

The above lot width, depth, and street frontage standards apply to land subdivisions and do not restrict the location or minimum sizes of condominium subdivisions.

Lot Standards Diagram



Mixed-Use Building B: Building Placement

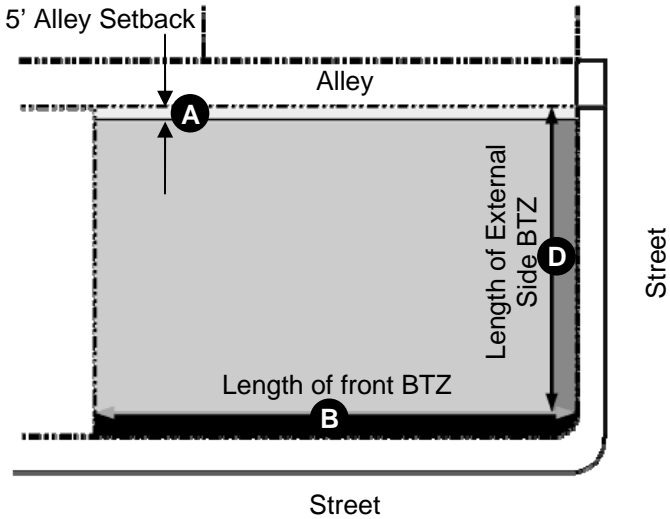
Purpose and Intent

The purpose and intent of this section is to:

- Create buildings that have a positive relationship to streets by placing facades along or near street-adjacent property lines.
- Allow building setbacks to create active outdoor spaces for pedestrians, such as outdoor dining areas and courtyards.
- Allow building setbacks to create small landscaped yards and/or stoops between the sidewalk and residential/live-work units on the ground floor.

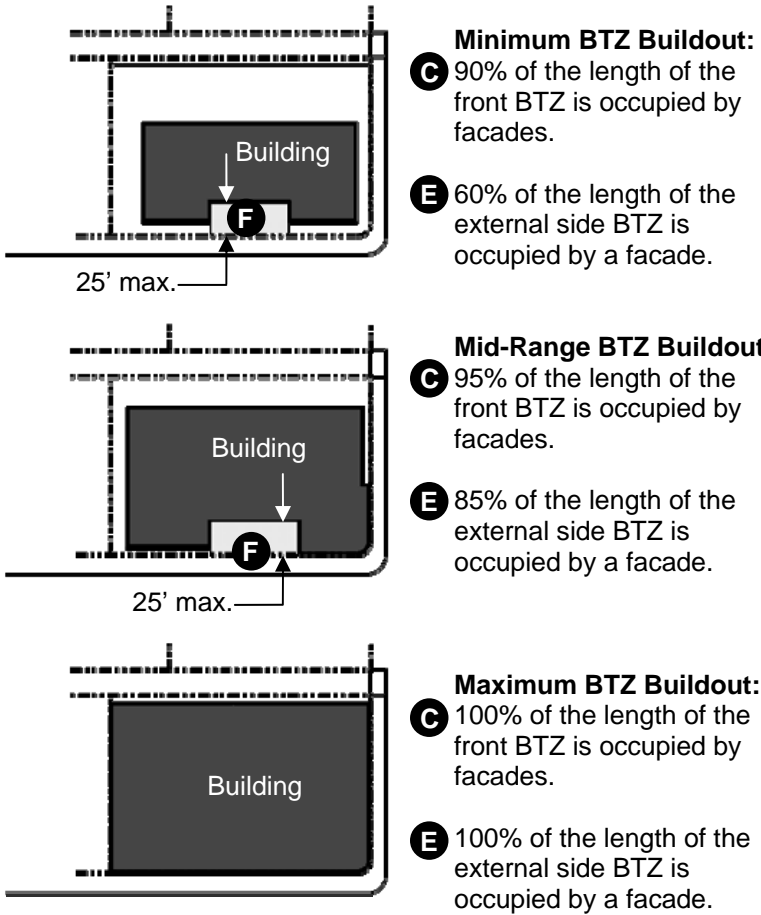
Setbacks from Property Lines (PL)		
Front PL		Setbacks are not required.
Rear PL		Setbacks are not required.
Internal Side PL		Setbacks are not required.
External Side PL		Setbacks are not required.
A	Exception	A 5' setback is required from all adjacent alleys. In certain locations, a 6' setback from the alley may be required by the Fire Department to create a 26' wide staging area for emergency vehicles. The setback shall be improved as an extension of the alley (see Section 4.2.15, North Alley Design Standards).
Build-to-Zone (BTZ): zone that must be partially or completely occupied by a building facade		
B	Front BTZ	The BTZ for the front facade is the area within 10' of the front property line.
C	Front BTZ Buildout	80% to 100% of the length of the front BTZ shall be occupied by the front facade.
D	External Side BTZ	The BTZ for the external side facade is the area within 10' of the external side property line.
E	External Side BTZ Buildout	60% to 100% of the length of the external side BTZ shall be occupied by the side facade.
F	Exception	Front and external side facades may be setback from the BTZ by an additional 15' (maximum of 25' from street-adjacent property lines) to create forecourts, outdoor dining spaces, and building entrances.
Notes		
1. There are no Build-to-Zone standards for internal side or rear property lines.		

Building Placement Diagram



-  Setback
-  Buildable Area
-  Front BTZ
-  External Side BTZ

BTZ Buildout Possibilities
(For illustrative purposes only)



- Minimum BTZ Buildout:**

 - C** 90% of the length of the front BTZ is occupied by facades.
 - E** 60% of the length of the external side BTZ is occupied by a facade.
- Mid-Range BTZ Buildout:**

 - C** 95% of the length of the front BTZ is occupied by facades.
 - E** 85% of the length of the external side BTZ is occupied by a facade.
- Maximum BTZ Buildout:**

 - C** 100% of the length of the front BTZ is occupied by facades.
 - E** 100% of the length of the external side BTZ is occupied by a facade.

Mixed-Use Building B: Parking

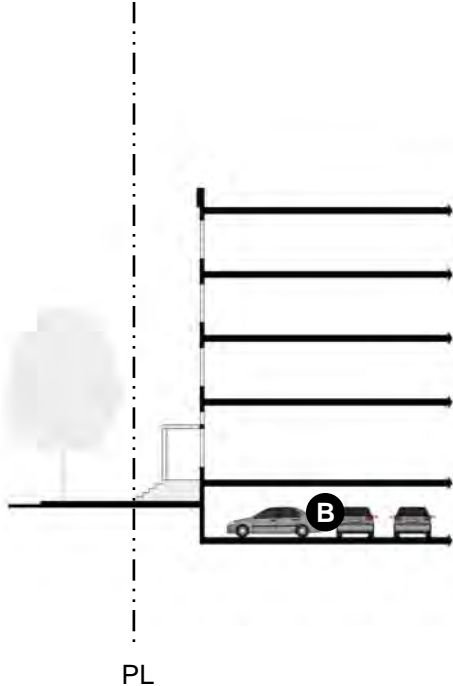
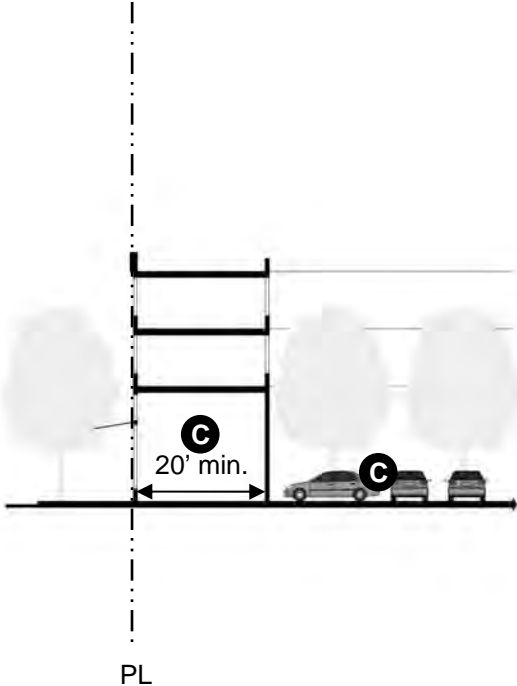
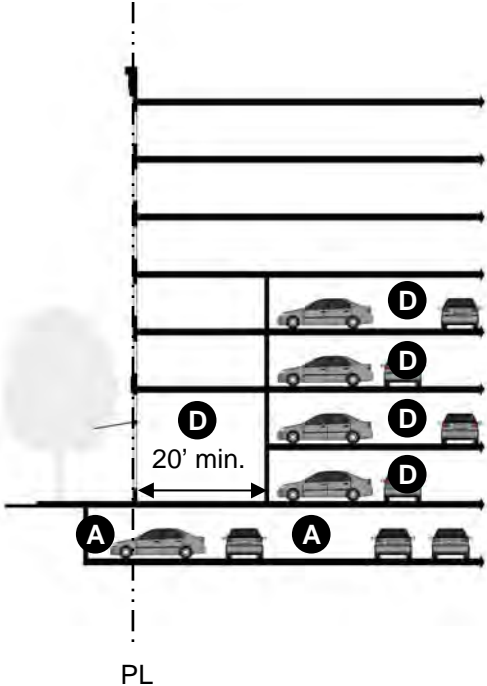
Purpose and Intent

The purpose and intent of this section is to:

- Provide a range of parking options for property owners.
- Create a pedestrian-friendly environment by preventing the placement of on-site parking in between buildings and sidewalks.
- Ensure that above ground parking structures are located behind buildings and screened from public view (although the FTC Parking Structure may be visible from the railroad corridor and Lemon Street).
- Minimize potential conflicts between vehicles and pedestrians by limiting driveway locations.
- Allow the option of automated parking systems to reduce the amount of physical space dedicated to parking.

Parking Placement	
A Underground Parking Levels	Allowed within the buildable areas of the site. Underground parking may also be allowed under alleys, streets, and civic spaces with the approval of an encroachment permit. If the parking level is under the street or public spaces it shall be designed with planters that accommodate required trees.
B Podium Parking Levels	Allowed within the buildable areas of the site if views into the podium level are screened from public view from the adjacent sidewalk per standards C and D in Section 4.5.4.
C Surface Parking Lots	Allowed if a building ¹ is located between the parking lot and all adjacent streets.
D Above Ground Parking Levels	Allowed if a building ¹ is located between the above ground parking levels and all adjacent streets.
FTC Parking Structure	Allowed if a building ¹ is located between the above ground parking levels and Santa Fe Avenue and the Transit Plaza. The construction of the parking structure and adjacent building may be phased: Phase I would construct the parking structure and Phase II would construct the adjacent buildings that wrap the structure.
Automated Parking	Automated parking systems are allowed in all parking facilities.
Driveways	
Allowed locations	Driveway access may occur from alleys and streets. Driveway access from the Transit Plaza is prohibited.
Notes	
1. The minimum depth of the building (as measured from interior wall to interior wall) shall be 20'.	

Parking Diagram



Mixed-Use B: Frontages

All street-adjacent facades shall be designed with one or more of the following frontages:

- Storefronts (this frontage is required along facades adjacent to Pomona Avenue and the Transit Plaza)
- Live-work/office fronts
- Residential Fronts

Standards for each of the above frontages are provided below.

Mixed-Use Building B: Frontage Option A: Storefronts

Purpose and Intent

The purpose and intent of this section is to:

- Encourage pedestrian activity and window shopping by creating attractive ground floor spaces with interiors that are highly visible from streets and sidewalks.
- Design ground floor spaces with ceiling heights that will attract a variety of retail, dining, service, and office tenants.
- Require building entrances along street-adjacent facades.
- Require street-adjacent facades to have window openings for informal surveillance of the street, and to avoid blank, windowless facades.
- To ensure building facades adjacent to pedestrian areas relate to a pedestrian scale and function.

Required Locations

This frontage is allowed along all front and external side facades. It is required along Pomona Avenue and the Transit Plaza.

Ground Floor

A	Floor Elevation	The ground floor elevation shall be located near the elevation of the sidewalk to eliminate the need for external steps and minimize the need for ADA ramps at storefront entrances.
B	Height	14' minimum floor-to-floor height
C	Windows	At least 60% of the surface area of the ground floor facade ¹ shall be occupied by windows ² .
D	Entrances to Ground-Floor Tenants	Ground floor tenants that have street frontage shall have a private entrance from the adjacent sidewalk. Storefronts may be recessed into the facade to create covered outdoor dining areas and covered entrances.
E	Lobby Entrances for Upper Floor Uses	Lobby entrances to upper floor uses shall be located on street-adjacent or paseo-adjacent facades. Lobby entrances may be recessed into the facade.

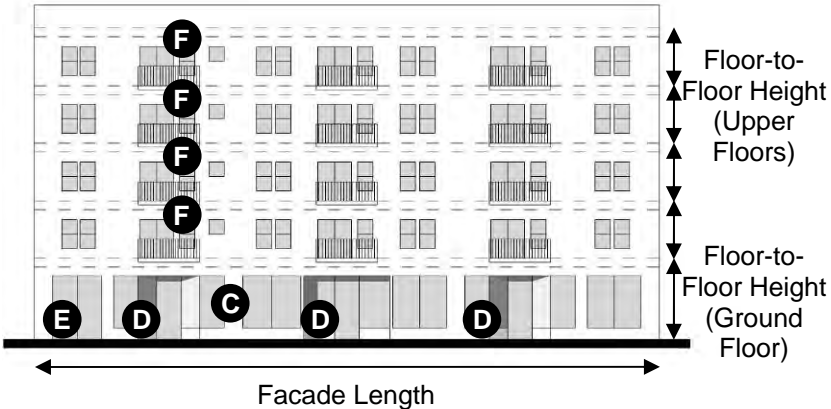
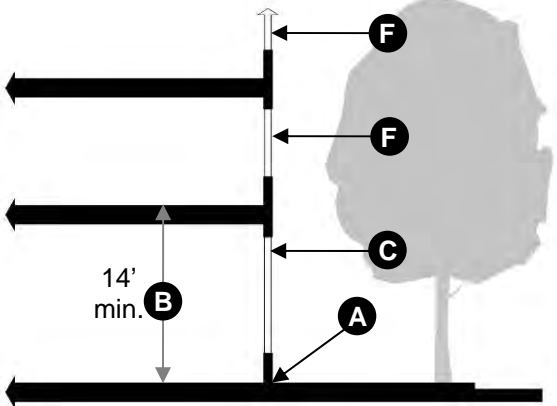
Upper Floors

F	Windows	At least 25% of the surface area of each upper floor facade ¹ shall be occupied by windows ² .
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Notes:

1. As measured by multiplying the length of the facade by the floor-to-floor height of each floor of the building.
2. All parts of the window (such as head, jamb, frame, sash, sill, muntin bars, and panes) that are visible on the elevation drawing shall be included as "window" in the calculation. Windows on doors and unglazed openings in the facade (such as covered walkways, openings on parking level facades, and parking facility entrances) are considered windows for calculation purposes.

Frontage Option A: Storefronts Diagram



Examples of Storefronts

Mixed-Use Building B: Frontage Option B: Live-Work/Office Fronts

Purpose and Intent

The purpose and intent of this section is to:

- Allow the ground floor to be slightly elevated above the sidewalk to create a greater sense of privacy for interior uses.
- Design ground floor spaces with ceiling heights that will attract a variety of service and office tenants.
- Require building entrances along street-adjacent facades.
- Require street-adjacent facades to have window openings for informal surveillance of the street, and to avoid blank, windowless facades.

Allowed Locations

With the exception of the facades along Pomona Avenue and the Transit Plaza (which must be designed with storefronts), this frontage is allowed along all front and external side facades.

Ground Floor

A	Floor Elevation	The ground floor elevation shall be located no more than 36" above the elevation of the adjacent sidewalk.
B	Height	14' minimum floor-to-floor height
C	Windows	At least 40% of the surface area of the ground floor facade ¹ shall be occupied by windows ² .
D	Entrances to Ground Floor Uses	Ground floor units/tenants that have street frontage shall have a private entrance from the adjacent sidewalk. Entrances may be recessed into the facade.
E	Lobby Entrances for Upper Floor Uses	Lobby entrances to upper floor uses may be located on street-adjacent or paseo-adjacent facades. Lobby entrances may be recessed into the facade.

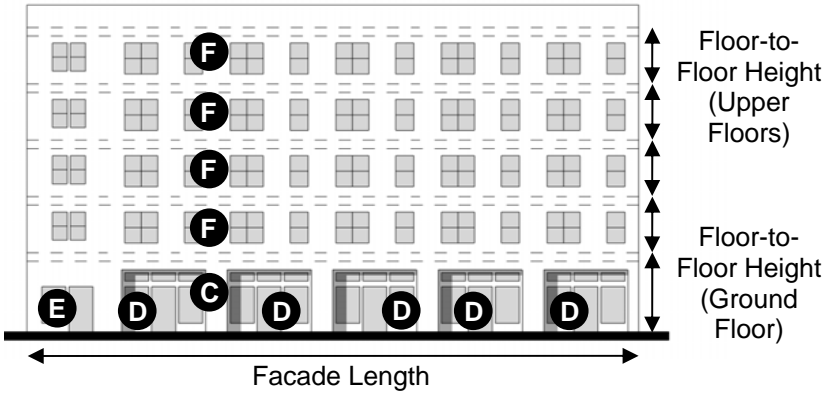
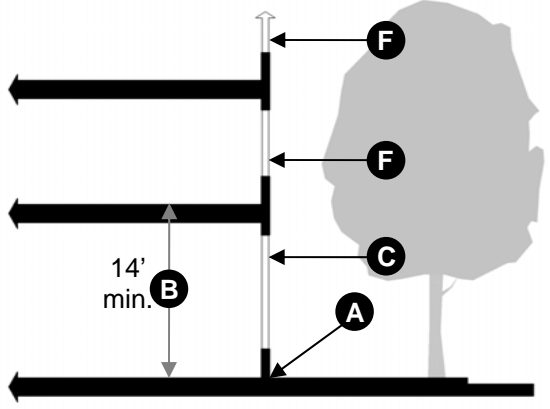
Upper Floors

F	Windows	At least 25% of the surface area of each upper floor facade ¹ shall be occupied by windows ² .
----------	---------	--

Notes:

1. As measured by multiplying the length of the facade by the floor-to-floor height of each floor of the building.
2. All parts of the window (such as head, jamb, frame, sash, sill, muntin bars, and panes) that are visible on the elevation drawing shall be included as "window" in the calculation. Windows on doors and unglazed openings in the facade (such as covered walkways, openings on parking level facades, and parking facility entrances) are considered windows for calculation purposes.

Frontage Option B: Live-Work/Office Fronts
Diagram



Examples of Live-Work/Office Fronts

**Mixed-Use Building B: Frontage Option C:
Residential Fronts**

Purpose and Intent

The purpose and intent of this section is to:

- Allow the ground floor to be slightly elevated above the sidewalk to create a greater sense of privacy for interior uses.
- Require building entrances along street-adjacent facades.
- Require street-adjacent facades to have window openings for informal surveillance of the street, and to avoid blank, windowless facades.

Allowed Locations

With the exception of the facades along Pomona Avenue and the Transit Plaza (which must be designed with storefronts), this frontage is allowed along all front and external side facades.

Ground Floor

A	Floor Elevation	The ground floor elevation shall be located no more than 48” above the elevation of the adjacent sidewalk (excluding sidewalks along Lemon Street).
B	Height	10’ minimum floor-to-floor height
C	Windows	At least 25% of the surface area of the ground floor facade ¹ shall be occupied by windows ² .
D	Entrances to ground-floor units	Entrances to ground floor units that have street frontage may be provided through a common lobby entrance and/or by private entrances from the adjacent sidewalk. Entrances may be recessed into the facade.
E	Lobby entrances for upper floor uses	Lobby entrances to upper floor uses may be located on street-adjacent or paseo-adjacent facades. Lobby entrances may be recessed into the facade.

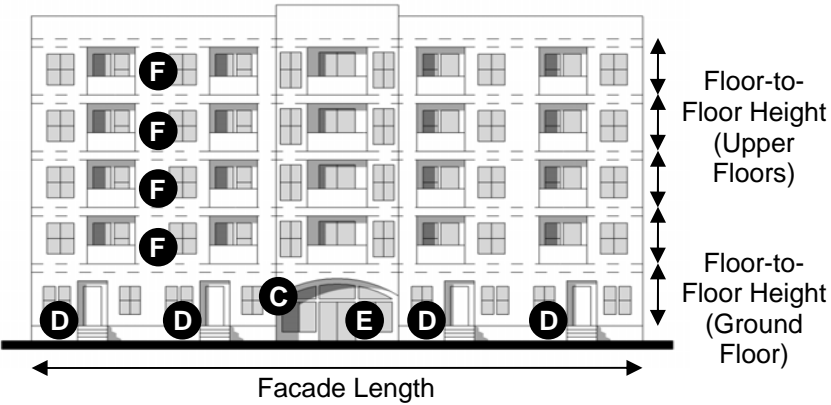
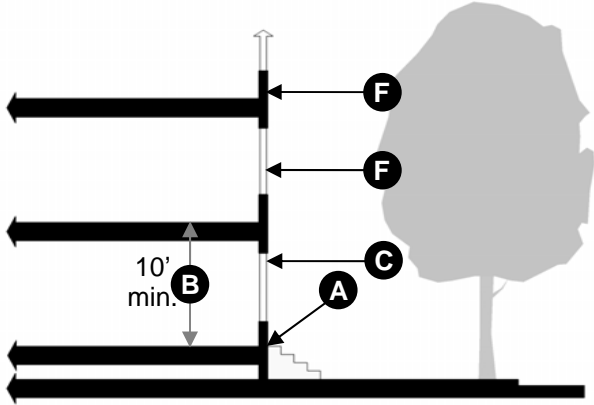
Upper Floors

F	Windows	At least 25% of the surface area of each upper floor facade ¹ shall be occupied by windows ² .
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Notes:

1. As measured by multiplying the length of the facade by the floor-to-floor height of each floor of the building.
2. All parts of the window (such as head, jamb, frame, sash, sill, muntin bars, and panes) that are visible on the elevation drawing shall be included as “window” in the calculation. Windows on doors and unglazed openings in the facade (such as covered walkways, openings on parking level facades, and parking facility entrances) are considered windows for calculation purposes.

Frontage Option C: Residential Fronts Diagram



Examples of Residential Fronts

Mixed-Use Building B: Frontage Elements

Purpose and Intent

The purpose and intent of this section is to:

- Enhance the design of buildings by allowing a variety of frontage elements.
- Establish standards for frontage elements that project over or into the public right-of-way.
- Allow a variety of window shades and roofs to project from the facade to help with passive cooling of the building.

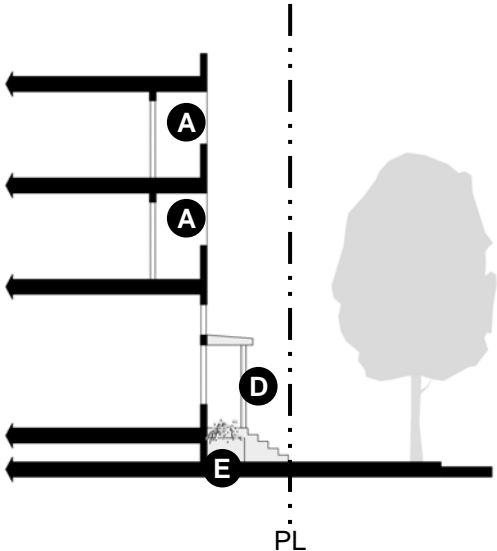
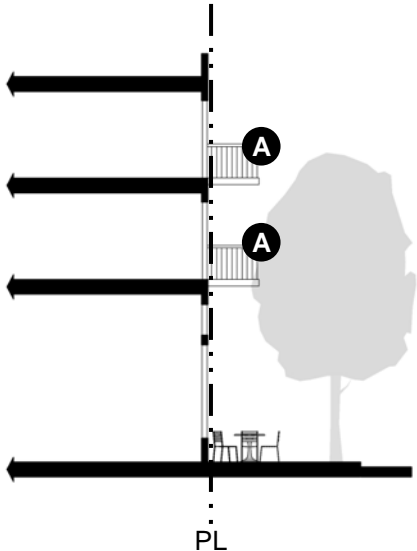
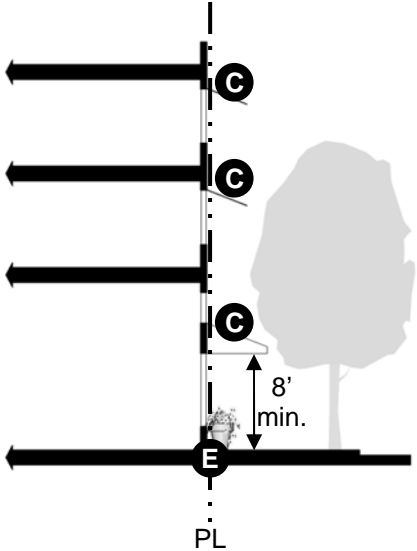
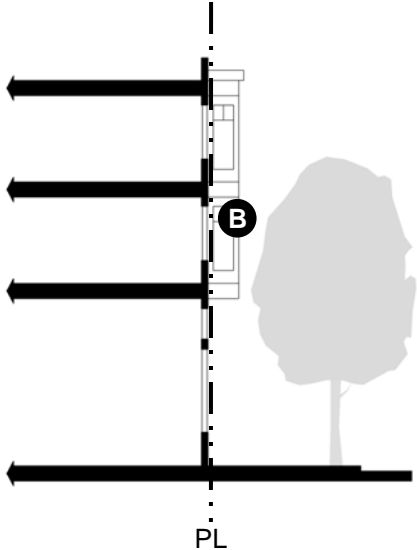
Frontage Elements

A	Balconies	Balconies may be recessed into the facade or may project over the public right-of-way ¹ by up to 5'. Balconies that project from the facade shall have metal railings or transparent glass walls. Solid wall surfaces are prohibited on projecting balconies. Balconies that extend over the public sidewalk shall be designed with solid floors to prevent rainwater from dripping on pedestrians.
B	Bay Windows (on upper floors only)	Bay windows may project over the public right-of-way ¹ by up to 3'. The maximum width of a bay window shall not exceed 12'. At least 6 horizontal feet of space shall be provided between bay windows along the facade.
C	Awnings, Window Shades and Roof Projections	Awnings, window shades (vertical and horizontal), and roof projections may project over the public right-of-way ¹ by up to 6' if at least 8' of vertical clearance is provided. Solar panels may be integrated with awnings, window shades, and roofs.
D	Stoops and ADA Ramps	Stoops and ADA Ramps may be recessed into the facade or may project into the setback. They not allowed to encroach into the public right-of-way.
E	Planters	Permanent planters are allowed within setbacks and recessed storefronts. Moveable planter boxes and pots are allowed within the public right-of-way with the approval of an Encroachment Agreement. Planters shall not exceed a height of 36". Planters and pots shall not exceed a height of 36" and shall not drain onto sidewalks.

Notes:

1. All projections over alleys and paseos shall require approval by the Fire Department and Community Development Director to ensure that they would not obstruct emergency vehicles, and delivery/service vehicles.

Frontage Elements Diagram



Mixed-Use Building B: Mass and Height

Purpose and Intent

The purpose and intent of this section is to:

- Allow appropriately sized towers along the north side of Santa Fe Avenue. Towers are allowed in this location because they would provide additional density near the Transit Center, would help define Santa Fe Avenue as a prominent street, and would not cast shadows on Santa Fe Avenue, Commonwealth Avenue, the Transit Plaza, and the Neighborhood Park during most of the day.
- Limit the width and depth of buildings to ensure that new development is appropriately scaled to the desired urban form.
- Require buildings with residential units to include common outdoor spaces to promote social interaction and provide opportunities to enjoy the outdoor environment.
- Ensure that new buildings have a minimum number of floors to achieve a relatively high density of development near the Fullerton Transit Center.

Number of Floors (excluding parking levels)

A	Minimum	3 floors are required along at least 75% of the front facade. 1 or 2 stories are allowed in all other locations.
	Exception	The Community Development Director may allow fewer floors to improve compatibility with historic structures.
B	Maximum	6 floors
C	Loft Levels	Lofts are allowed within residential and live-work units. If the loft occupies less than 1/3 of the unit's footprint, the loft will not be counted as a floor.

Building Height¹ and Mass

D	The overall height of the building shall not exceed 80'.	
	The maximum width of a building shall not exceed 300'. This standard does not apply to underground/podium parking levels (which may exceed 300' and be located under multiple buildings and paseos), the FTC Parking Structure, and mixed-use buildings that wrap the FTC Parking Structure.	

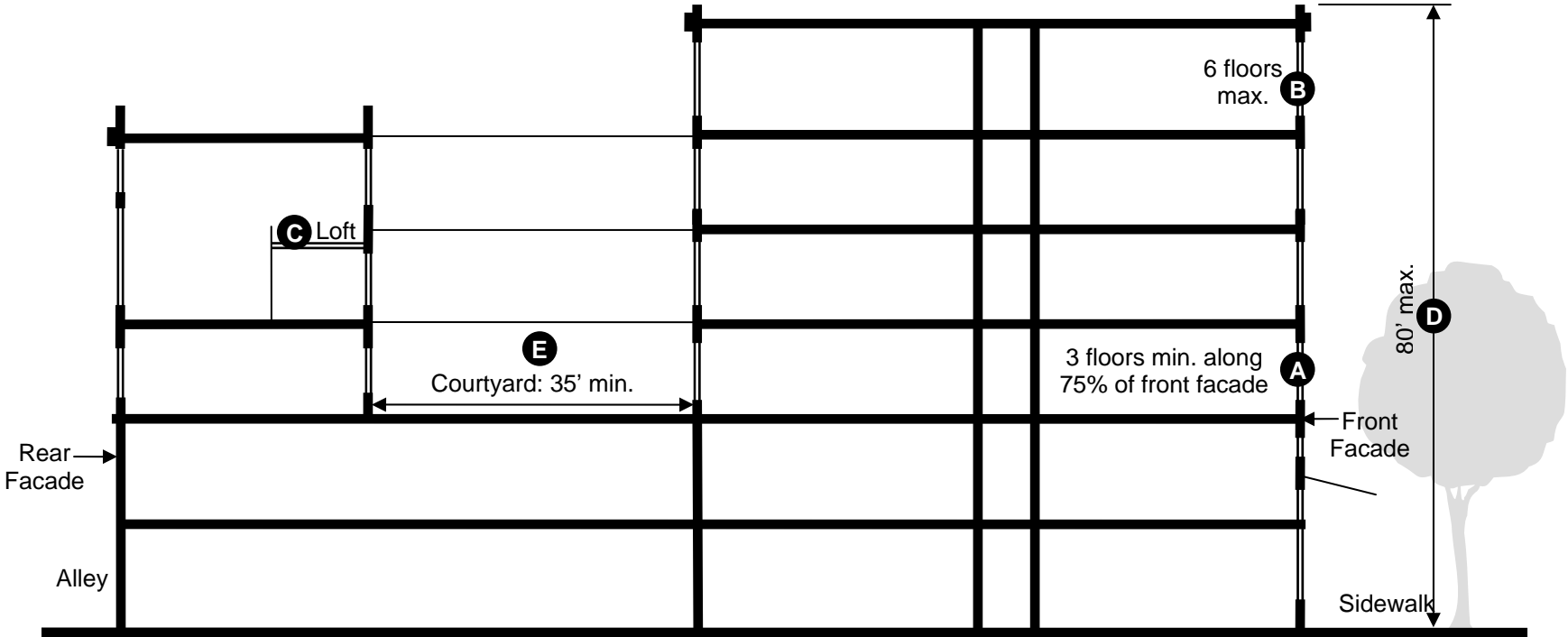
Common Open Space

E	Common open space shall be provided at a rate of at least 50 square feet per residential unit. At least one common open space area per building shall have a minimum dimension of 35' by 35'. The remaining open space may be provided in a series of smaller and more intimate spaces. Private outdoor space for residential units is not required.	
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Notes:

1. As measured from the average elevation of the sidewalk along the front property line to the top of cornice or roof eave. Elevator shafts/stairwells, chimneys, and roof appurtenances (such as plumbing stacks, air vents, mechanical equipment, satellite dishes, and solar panels) may be located above the building height limit.

Mass and Height Diagram



Mixed-Use Building B: Building Uses

Purpose and Intent

The purpose and intent of this section is to:

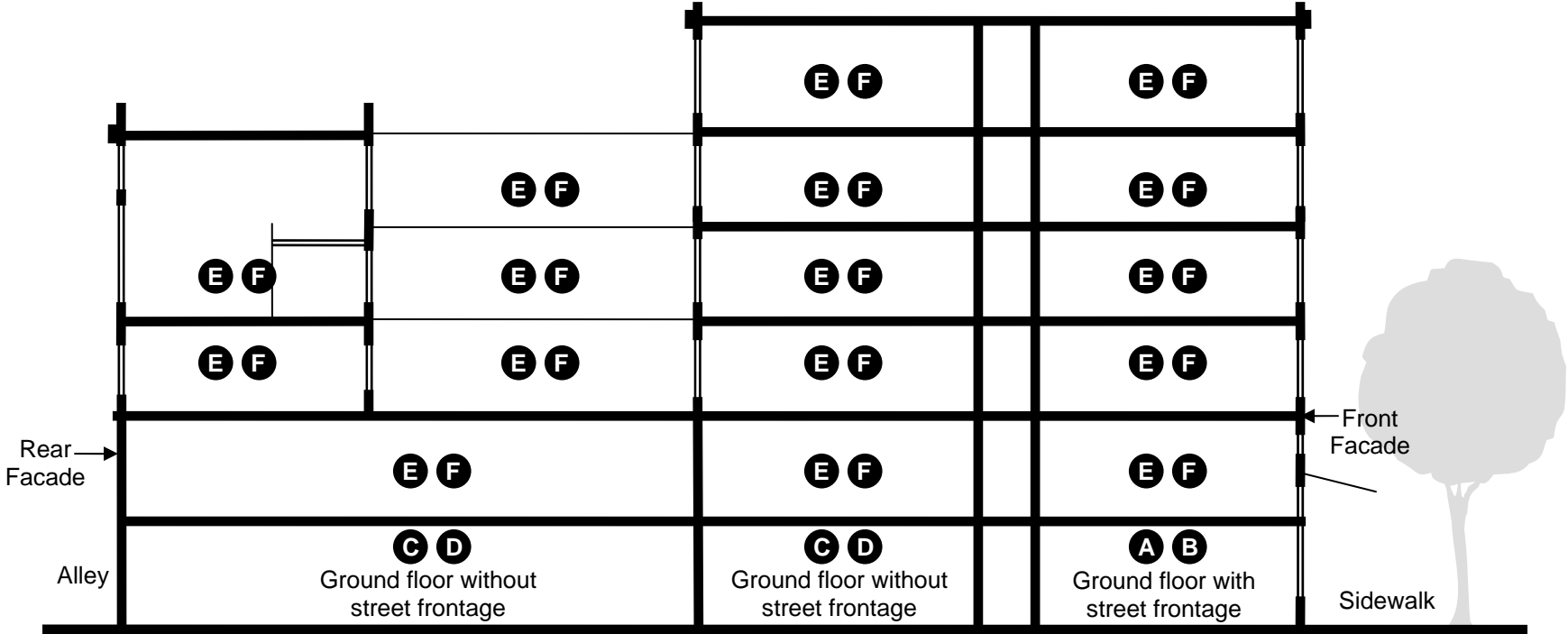
- Establish building uses for two categories of Mixed-Use B building types as established by Figure 4-10: Mixed-Use B and Mixed-Use B-Res
 - **Mixed-Use B:** Allow a variety of compatible uses within buildings and regulate those uses that could create potential conflicts with neighbors through the City’s Conditional Use Permit, Administrative Restaurant Use Permit, and Outdoor Dining Encroachment Agreement processes.
 - **Mixed-Use B-Res:** Allow residential uses within buildings and allow other uses through the City’s Conditional Use Permit, Administrative Restaurant Use Permit, and Outdoor Dining Encroachment Agreement processes.

Ground Floor with Street Frontage		
A	Allowed	MU-B: Retail, Service, Dining without Alcohol, Medical Service/Office, General Office, Residential, Live-work, Residential Sales/Leasing MU-B-Res: Residential, Live-work, Residential Sales/Leasing and resident amenities ⁶
B	Permitted with Conditions	MU-B and MU-B-Res: Lodging (CUP), Dining with Alcohol (ARUP/CUP), Bar/Tavern/Night Club (CUP, but only allowed along Pomona Avenue and Transit Plaza), Outdoor Dining (ARUP/CUP/ODEA), Live Entertainment (CUP)
Ground Floor without Street Frontage		
C	Allowed	MU-B: All uses as listed under Standard A, above. MU-B-Res: Residential, Live-work, Residential Sales/Leasing and resident amenities
D	Permitted with Conditions	MU-B and MU-B-Res: All uses as listed under Standard B, above, excluding Bar/Tavern/Night Club ⁶
Upper Floors		
E	Allowed	MU-B and MU-B-Res: Residential, Live-Work, Residential Sales/Leasing
F	Permitted with Conditions	MU-B and MU-B-Res: Medical Service/Office (CUP), General Office (CUP), Lodging (CUP), Dining with/without Alcohol (ARUP/CUP), Bar/Tavern/Night Club (CUP, but only allowed with CUP along Pomona Avenue), Outdoor Dining (ARUP/CUP/ODEA) ⁶

Notes:

1. All of the above uses are defined in Section 4.8.
2. CUP: Requires Conditional Use Permit (see Fullerton Municipal Code chapters 15.70)
3. ARUP or CUP: Depending on the characteristics of the restaurant, the use requires an Administrative Restaurant Use Permit or a Conditional Use Permit (see Fullerton Municipal Code chapters 15.30, 15.70, and 15.71)
4. ODEA: Requires an Outdoor Dining Encroachment Agreement if on public right-of-way.
5. Certain types of the above uses are specifically prohibited within the FTC Specific Plan (see Section 4.7.2, Use Standards).
6. In MU-B-Res building types, at least 50% of the overall building floor area must be occupied by residential uses

Building Uses Diagram



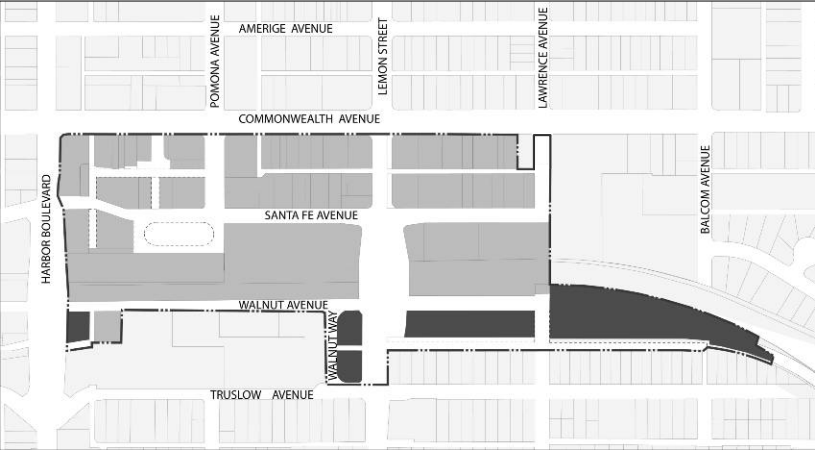
City of Fullerton

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4-110 Regulating Code

4.4.5 Mixed-Use C

Mixed-Use C is a two to five story building that primarily contains residential apartments and/or condominiums. Live-work units may also be provided within the building.



■ Allowed Locations



Mixed-Use Building C: Sustainable Design Standards

Purpose and Intent

The purpose and intent of this section is to:

- Reduce waste sent to landfills.
- Conserve energy and water.
- Create healthier and safer indoor environments for occupants.
- Reduce greenhouse gas emissions.
- Demonstrate the City’s commitment to environmental stewardship and social responsibility.
- Lower operating costs and increase asset value of buildings.

LEED Equivalency Standard

The design of the building and site shall incorporate sustainable design features to demonstrate the equivalency of a certified project under the US Green Building Council’s (USGBC) LEED Rating System for New Construction. The version of LEED for New Construction that is in effect when the application is deemed complete shall be utilized. Official or formal certification by the USGBC is not required by the City of Fullerton due to associated administrative costs. However, the project shall be designed with measures in place to meet the equivalency of a Certified Building.

Implementation Standards

To implement the above standard, the design team for the project shall include at least one LEED Accredited Professional.

As part of the project application, the applicant shall submit a Preliminary LEED Checklist that documents how the project will meet the LEED Equivalency Standard. The Town Architect will review the checklist to determine compliance with LEED Equivalency Standard.

Prior to issuance of the building permit, the project applicant shall submit the following items to the City of Fullerton:

- Final LEED Checklist: A Final LEED Checklist that documents how the project will meet the LEED Equivalency Standard.
- Signed Declaration: A signed declaration from the applicant’s project architect and LEED Accredited Professional declaring that the plans and plan details have been prepared in accordance with the submitted LEED Checklist. Stamped and signed plans that include the LEED Checklist and the Signed Declaration on the front page of the plan set.
- All of the above items shall be reviewed and approved by the City of Fullerton Building Official prior to issuance of building permits.

The City may waive plan check and inspection fees for projects that incorporate sustainable building features. Contact the Community Development Department for incentives that are currently being offered.

Mixed-Use Building C: Residential Density

Purpose and Intent

The purpose and intent of this section is to:

- Establish the minimum and maximum residential densities.
- To provide flexibility in building design by allowing the transfer of allowed residential density to other Mixed-Use C properties.
- To promote affordable housing by encouraging the use of the California Density Bonus Law.

Residential Density

Minimum	20 units per acre
Maximum	55 units per acre

Density Transfers

If a property is not developed to its maximum allowed residential density, the unused residential density may be transferred to other properties within the MU-C Zone. If residential units are transferred, the receiving properties may be built above the maximum density standard provided that the design of the building and site complies with the Mixed-Use C building standards. The units may be transferred by donating or selling the unused development rights to other property owners within the Mixed-Use C Zone. The Transfer of development density shall require authorization by the Community Development Director to ensure compliance with the certified EIR and any subsequent CEQA documents. All approved transfers shall be recorded with the County Recorder to maintain adequate legal documentation.

Density Bonus

As required by the California Density Bonus Law, the applicant may receive a density bonus of 5 to 35 percent if a certain percentage of the units are provided in the form of senior housing or affordable housing (see section 4.7.8, Density Bonuses). Section 4.7.8 describes how the density bonuses are calculated.

Density Transfer and Density Bonus

The density bonus may be applied to units that are transferred to a property. For example, a 1.0 acre property would be allowed to construct 55 units. If this property receives an additional 5 transfer units, a total of 60 units would be allowed. If a certain percentage of the 60 units are affordable per California Density Bonus Law, the maximum density could increase from 60 units (the allowed density plus the transfer units) to between 63 units (allowed density with 5 percent density bonus) and 81 units (allowed density with 35 percent density bonus). Section 4.7.8 describes how the density bonuses are calculated.

Mixed-Use Building C: Lot Standards

Purpose and Intent

The purpose and intent of this section is to:

- Establish a protocol for determining the front property line for corner lots.
- Limit the width and depth of buildings to ensure that new development is appropriately scaled to the desired urban form. Since a building cannot be larger than a lot, regulating the maximum lot width and depth indirectly regulates the size and scale of buildings.
- Ensure that all new parcels that are created have a frontage along a street.

Front Property Line

For corner lots, the front property line shall be determined by the following street hierarchy:

- Walnut Way (the eastern edge of Walnut Way)
- Walnut Avenue
- Lawrence Avenue
- Harbor Boulevard

Lot Width

A	Minimum	25'
B	Maximum	Limited only by the distance between streets, or the distance between a street and alley.

Lot Depth

C	Minimum	100'
D	Maximum	Limited only by the distance between streets, or the distance between a street and alley.

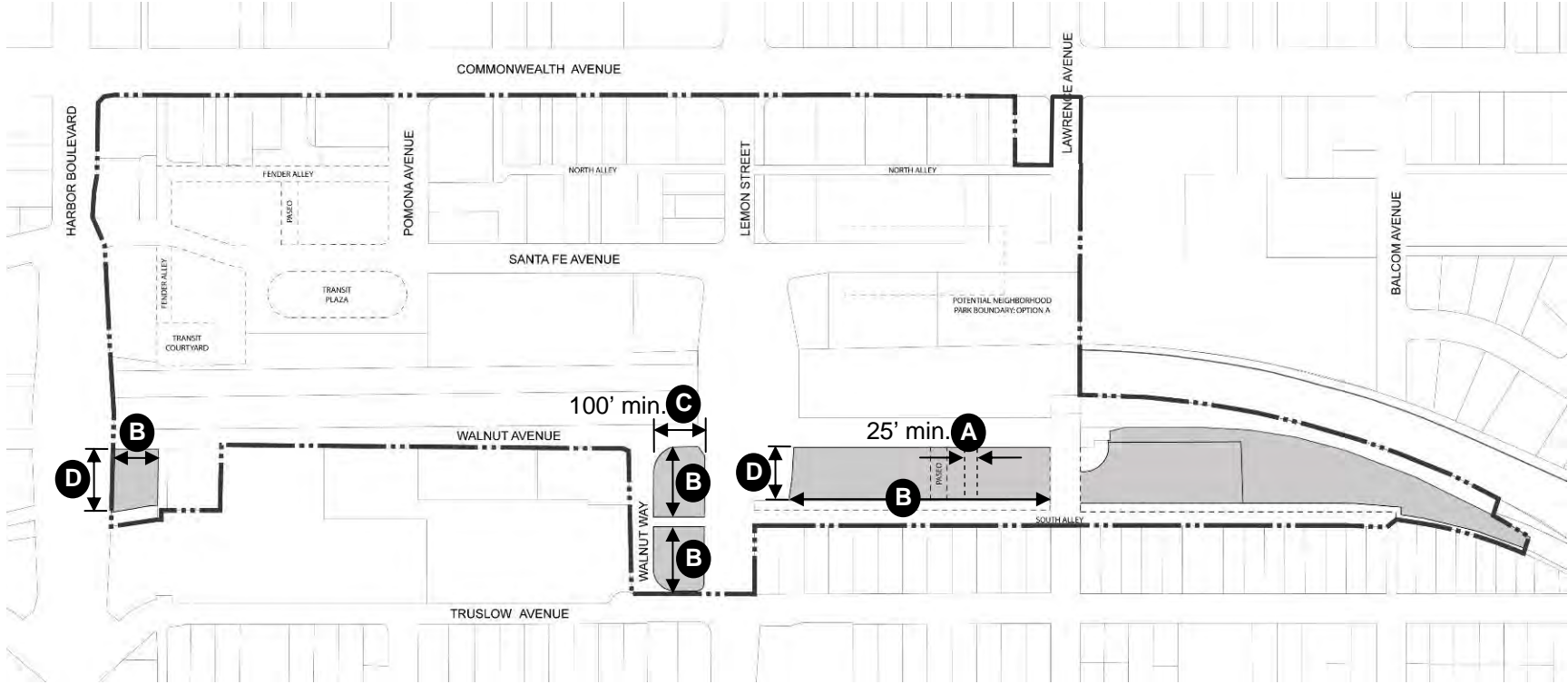
Street Frontage

All properties that are created through a lot merger and/or subdivision shall have frontage along at least one street.

Additional Standards

The above lot width, depth, and street frontage standards apply to land subdivisions and do not restrict the location or minimum sizes of condominium subdivisions, and they do not apply to the irregular-shaped parcels to the east of Lawrence Avenue. These parcels may be developed as one project since the property has a unique shape and unique access requirements.

Lot Standards Diagram



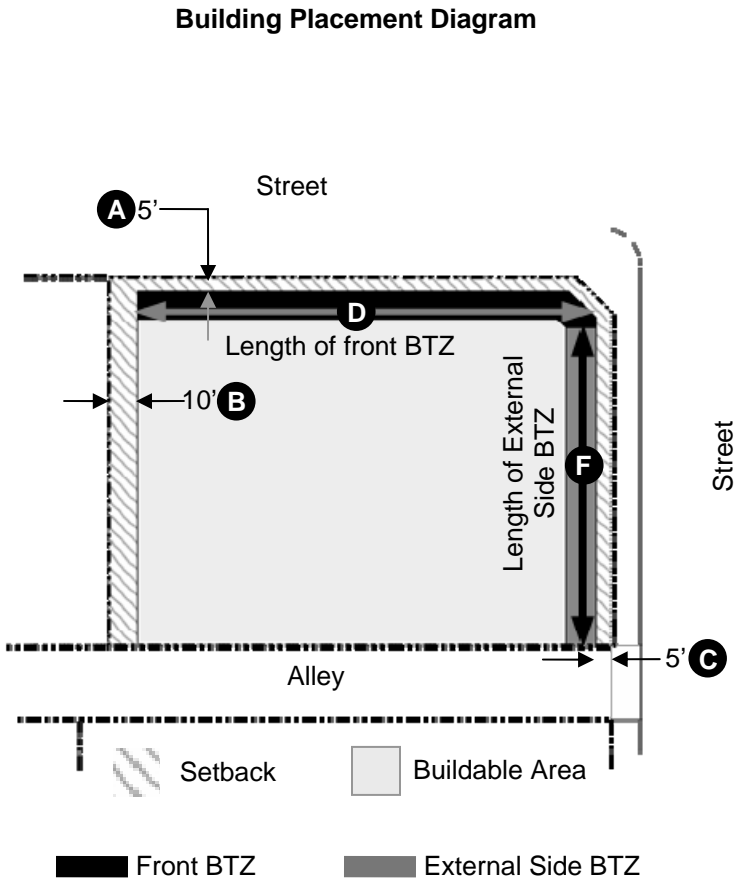
Mixed-Use Building C: Building Placement

Purpose and Intent

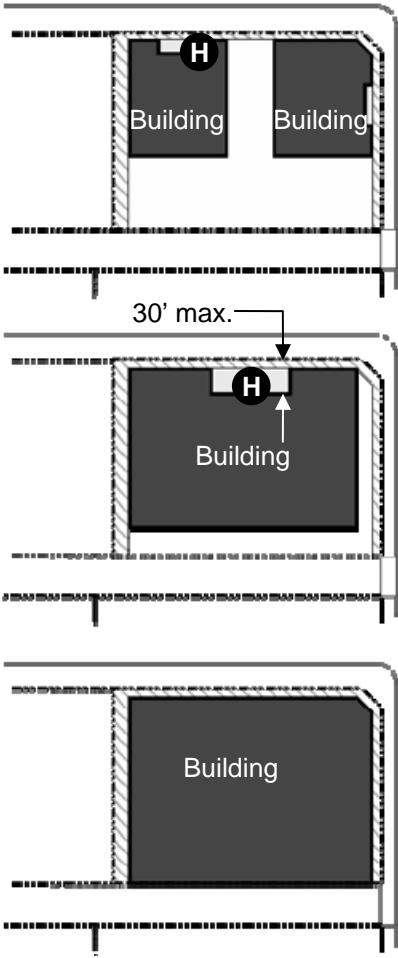
The purpose and intent of this section is to:

- Create buildings that have a positive relationship to streets by placing facades along or near street-adjacent property lines.
- Allow building setbacks to create active outdoor spaces for pedestrians, such as outdoor dining areas and courtyards.
- Allow building setbacks to create small landscaped yards and/or stoops between the sidewalk and residential/live-work units on the ground floor.

Setbacks from Property Lines (PL)		
A	Front PL	5' minimum
	Rear PL	Setbacks are not required.
B	Internal Side PL	10' minimum
C	External Side PL	5' minimum
Build-to-Zone (BTZ): zone that must be partially or completely occupied by a building facade)		
D	Front BTZ	The BTZ for the front facade is the area within 5' to 15' of the front property line.
E	Front BTZ Buildout	80% to 100% of the length of the front BTZ shall be occupied by the front facade.
F	External Side BTZ	The BTZ for the external side facade is the area within 5' to 15' of the external side property line.
G	External Side BTZ Buildout	60% to 100% of the length of the external side BTZ shall be occupied by the side facade.
H	Exception	Front and external side facades may be setback from the BTZ by an additional 15' (maximum of 30' from street-adjacent property lines) to create forecourts and outdoor spaces in front of building entrances.
Notes		
1. There are no Build-to-Zone standards for internal side or rear property lines.		



BTZ Buildout Possibilities
(For illustrative purposes only)



Minimum BTZ Buildout:
E 80% of the length of the front BTZ is occupied by facades.

G 60% of the length of the external side BTZ is occupied by a facade.

Mid-Range BTZ Buildout:
E 90% of the length of the front BTZ is occupied by facades.

G 85% of the length of the external side BTZ is occupied by a facade.

Maximum BTZ Buildout:
E 100% of the length of the front BTZ is occupied by facades.

G 100% of the length of the external side BTZ is occupied by a facade.

Mixed-Use Building C: Parking

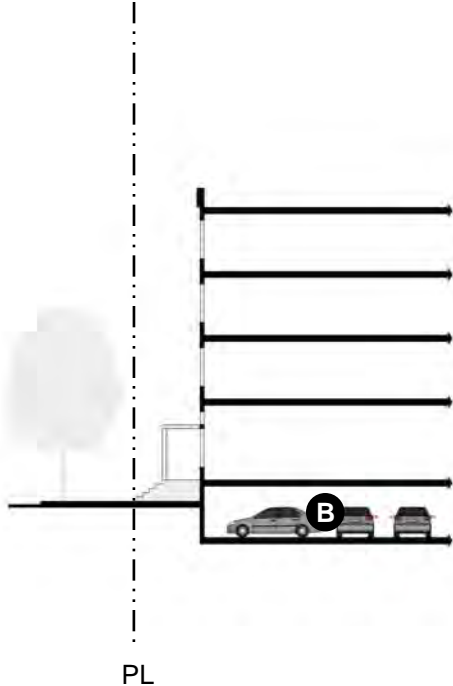
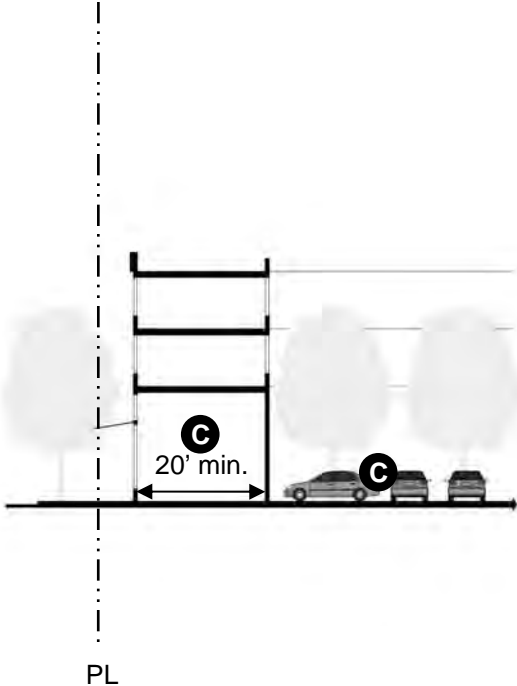
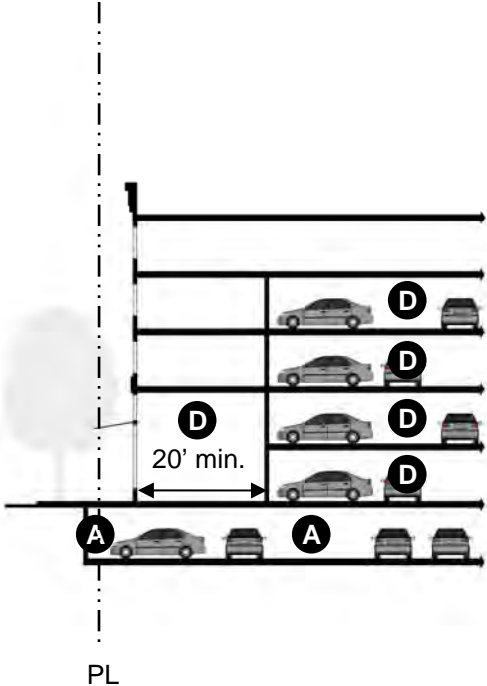
Purpose and Intent

The purpose and intent of this section is to:

- Provide a range of parking options for property owners.
- Create a pedestrian-friendly environment by preventing the placement of on-site parking in between buildings and sidewalks.
- Ensure that above ground parking structures are located behind buildings and screened from public view.
- Minimize potential conflicts between vehicles and pedestrians by limiting driveway locations.
- Allow the option of automated parking systems to reduce the amount of physical space dedicated to parking.

Parking Placement	
A Underground Parking Levels	Allowed within the buildable areas of the site. Underground parking may also be allowed under alleys, streets, and civic spaces with the approval of an encroachment permit. If the parking level is under the street or public spaces it shall be designed with planters that accommodate required trees.
B Podium Parking Levels	Allowed within the buildable areas of the site if views into the podium level are screened from public view from the adjacent sidewalk per standards C and D in Section 4.5.4.
C Surface Parking Lots	Allowed if a building ¹ is located between the parking lot and all adjacent streets.
D Above Ground Parking Levels	Allowed if a building ¹ is located between the above ground parking levels and all adjacent streets.
Automated Parking	Automated parking systems are allowed in all parking facilities.
Driveways	
Allowed locations	Driveway access may occur from alleys and streets. Driveways on Harbor Boulevard and Lemon Street are prohibited.
Notes	
1. The minimum depth of the building (as measured from interior wall to interior wall) shall be 20'.	

Parking Diagram



Mixed-Use C: Frontages

All street-adjacent facades shall be designed with one or more of the following frontages:

- Live-Work/Office Fronts
- Residential Fronts

Standards for each of the above frontages are provided below.

Mixed-Use Building C: Frontage Option A: Live-Work/Office Fronts

Purpose and Intent

The purpose and intent of this section is to:

- Allow the ground floor to be slightly elevated above the sidewalk to create a greater sense of privacy for interior uses.
- Design ground floor spaces with ceiling heights that will attract a variety of service and office tenants.
- Require building entrances along street-adjacent facades.
- Require street-adjacent facades to have window openings for informal surveillance of the street, and to avoid blank, windowless facades.

Allowed Locations

With the exception of the facades along Harbor Boulevard and Lemon Avenue, this frontage is allowed along all front and external side facades.

Ground Floor

A	Floor Elevation	The ground floor elevation shall be located no more than 36" above the elevation of the adjacent sidewalk (excluding sidewalks along Lemon Street and Harbor Boulevard).
B	Height	10' minimum floor-to-floor height
C	Windows	At least 40% of the surface area of the ground floor facade ¹ shall be occupied by windows ² .
D	Entrances to Ground Floor Uses	Ground floor units/tenants that have street frontage shall have a private entrance from the adjacent sidewalk. Entrances may be recessed into the facade.
E	Lobby Entrances for Upper Floor Uses	Lobby entrances to upper floor uses may be located on street-adjacent or paseo-adjacent facades. Lobby entrances may be recessed into the facade.

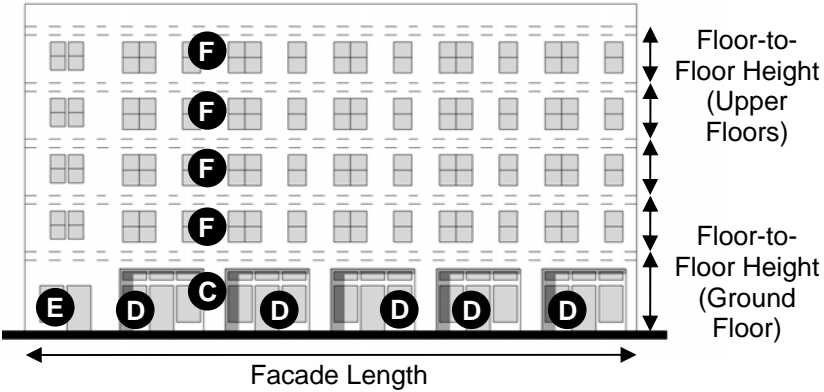
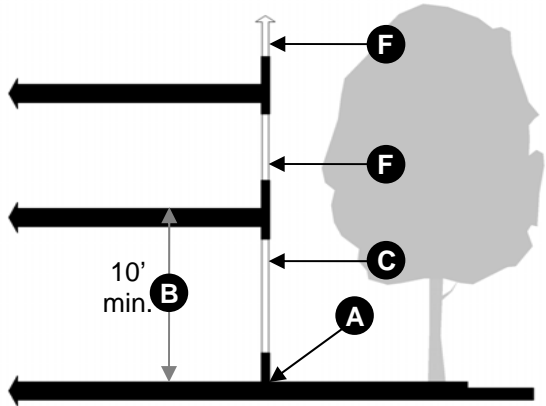
Upper Floors

F	Windows	At least 25% of the surface area of each upper floor facade ¹ shall be occupied by windows ² .
----------	---------	--

Notes:

1. As measured by multiplying the length of the facade by the floor-to-floor height of each floor of the building.
2. All parts of the window (such as head, jamb, frame, sash, sill, muntin bars, and panes) that are visible on the elevation drawing shall be included as "window" in the calculation. Windows on doors and unglazed openings in the facade (such as covered walkways, openings on parking level facades, and parking facility entrances) are considered windows for calculation purposes.

Frontage Option A: Live-Work/Office Fronts Diagram



Examples of Live-Work/Office Fronts

**Mixed-Use Building C: Frontage Option B:
Residential Fronts**

Purpose and Intent

The purpose and intent of this section is to:

- Allow the ground floor to be slightly elevated above the sidewalk to create a greater sense of privacy for interior uses.
- Require building entrances along street-adjacent facades.
- Require street-adjacent facades to have window openings for informal surveillance of the street, and to avoid blank, windowless facades.

Allowed Locations

With the exception of the facades along Harbor Boulevard and Lemon Avenue, this frontage is allowed along all front and external side facades.

Ground Floor

A	Floor Elevation	The ground floor elevation shall be located no more than 48" above the elevation of the adjacent sidewalk (excluding sidewalks along Lemon Street and Harbor Boulevard).
B	Height	10' minimum floor-to-floor height
C	Windows	At least 25% of the surface area of the ground floor facade ¹ shall be occupied by windows ² .
D	Entrances to ground-floor units	Entrances to ground floor units that have street frontage may be provided through a common lobby entrance and/or by private entrances from the adjacent sidewalk. Entrances may be recessed into the facade.
E	Lobby entrances for upper floor uses	Lobby entrances to upper floor uses may be located on street-adjacent or paseo-adjacent facades. Lobby entrances may be recessed into the facade.

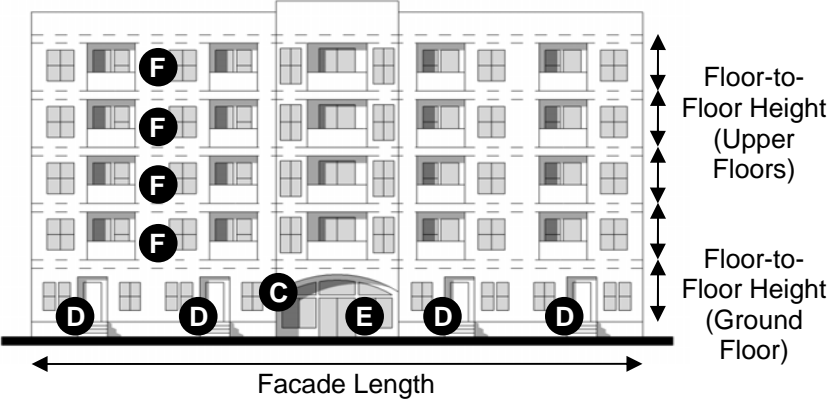
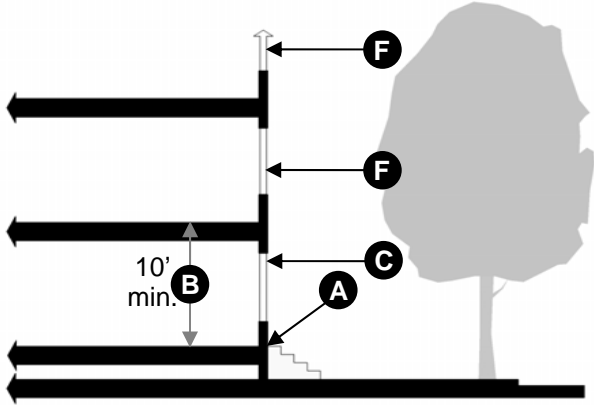
Upper Floors

F	Windows	At least 25% of the surface area of each upper floor facade ¹ shall be occupied by windows ² .
----------	---------	--

Notes:

1. As measured by multiplying the length of the facade by the floor-to floor height of each floor of the building.
2. All parts of the window (such as head, jamb, frame, sash, sill, muntin bars, and panes) that are visible on the elevation drawing shall be included as "window" in the calculation. Windows on doors and unglazed openings in the facade (such as covered walkways, openings on parking level facades, and parking facility entrances) are considered windows for calculation purposes.

Frontage Option B: Residential Fronts Diagram



Examples of Residential Fronts

Mixed-Use Building C: Frontage Elements

Purpose and Intent

The purpose and intent of this section is to:

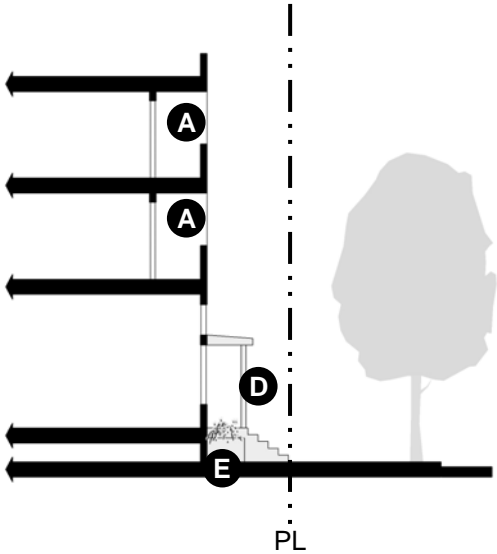
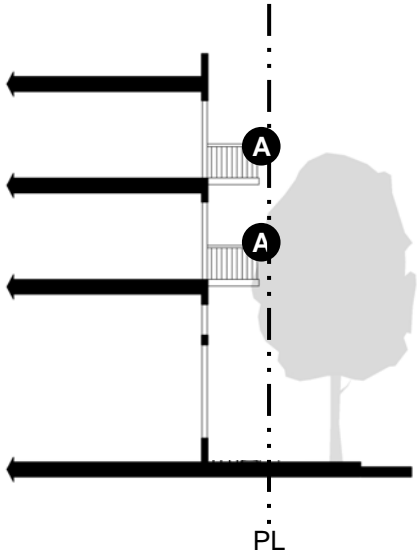
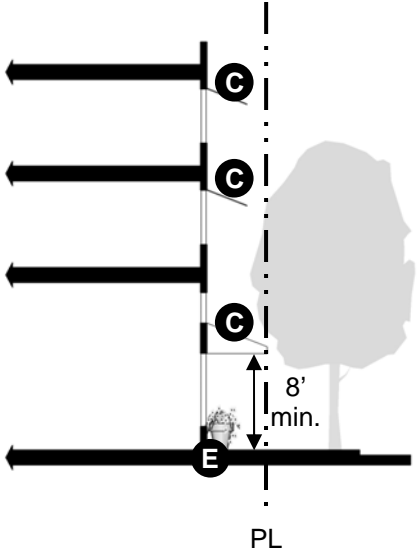
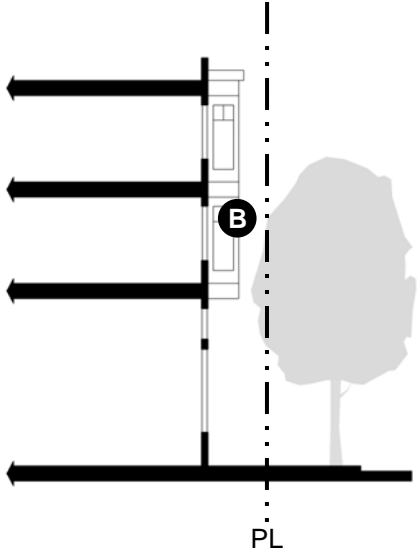
- Enhance the design of buildings by allowing a variety of frontage elements.
- Establish standards for frontage elements that project over or into the public right-of-way.
- Allow a variety of window shades and roofs to project from the facade to help with passive cooling of the building.

Frontage Elements		
A	Balconies	Balconies may be recessed into the facade or may project from facades by up to 5'. Balconies that project from the facade shall have metal railings or transparent glass walls. Solid wall surfaces are prohibited on projecting balconies.
B	Bay Windows (on upper floors only)	Bay windows may project from facades by up to 3'. The maximum width of a bay window shall not exceed 12'. At least 6 horizontal feet of space shall be provided between bay windows along the facade.
C	Awnings, Window Shades and Roof Projections	Awnings, window shades (vertical and horizontal), and roof projections may project from facades by up to 6' if at least 8' of vertical clearance is provided. Solar panels may be integrated with awnings, window shades, and roofs.
D	Stoops and ADA Ramps	Stoops and ADA ramps may be recessed into the facade or may project into the setback. They are not allowed to encroach into the public right-of-way.
E	Planters	Permanent planters are allowed within setbacks and recessed storefronts. Moveable planter boxes and pots are allowed within the public right-of-way with the approval of an Encroachment Agreement. Planters shall not exceed a height of 36". Planters and pots shall not exceed a height of 36" and shall not drain onto sidewalks.

Notes:

1. All projections over alleys and paseos shall require approval by the Fire Department and Community Development Director to ensure that they would not obstruct emergency vehicles, and delivery/service vehicles.

Frontage Elements Diagram



Mixed-Use Building C: Mass and Height

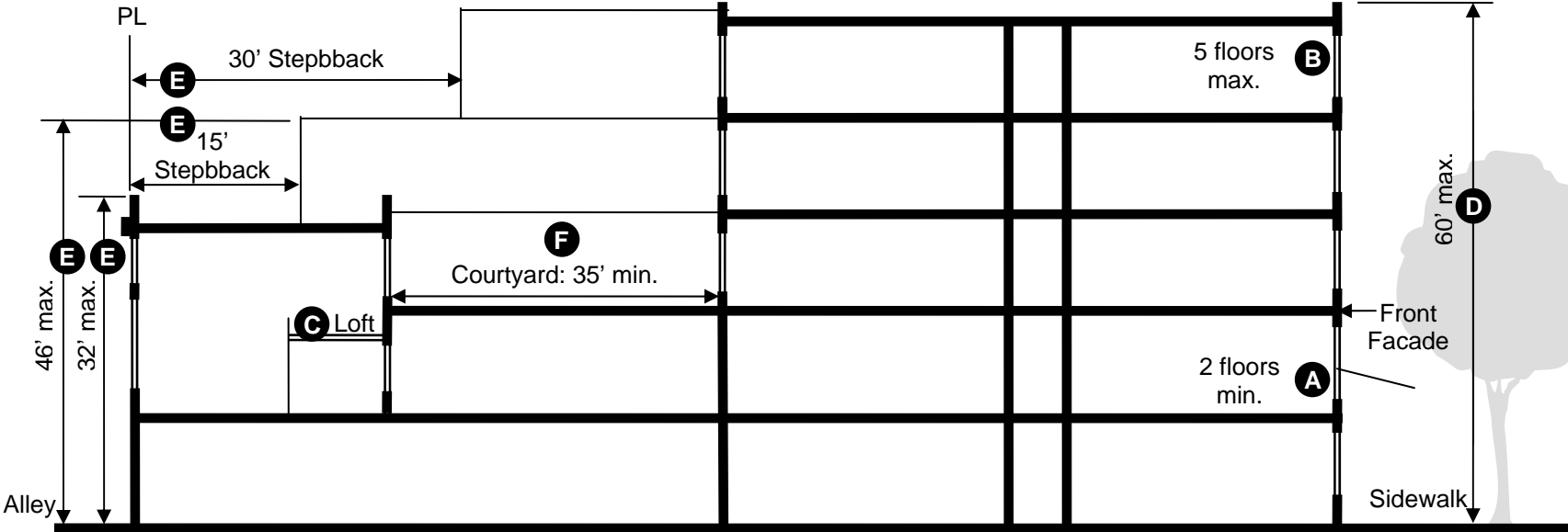
Purpose and Intent

The purpose and intent of this section is to:

- Ensure that new buildings have a minimum number of floors to achieve a relatively high density of development near the Fullerton Transit Center.
- Require a transition in building height for properties east of Lemon Street to respect the scale of the residential neighborhood south of the alley.
- Limit the width and depth of buildings to ensure that new development is appropriately scaled to the desired urban form.
- Require buildings with residential units to include common outdoor spaces to promote social interaction and provide opportunities to enjoy the outdoor environment.

Number of Floors (excluding parking levels)	
A Minimum	2 floors
B Maximum	5 floors (see E, below for exceptions)
C Loft Levels	Lofts are allowed within residential and live-work units. If the loft occupies less than 1/3 of the unit's footprint, the loft will not be counted as a floor.
Building Height ¹ and Width	
D	The overall height of the building shall not exceed 60'.
E Exception	To the east of Lemon Street, the maximum height shall not exceed 32' within 15' of the rear alley/rear property line and 46' within 30' of the rear alley/rear property line.
The maximum width of a building shall not exceed 300'. This standard does not apply to underground/podium parking levels, which may exceed 300' and be located under multiple buildings.	
Common Open Space	
F	Common open space shall be provided at a rate of at least 50 square feet per residential unit. At least one common open space area per building shall have a minimum dimension of 35' by 35'. The remaining open space may be provided in a series of smaller and more intimate spaces. Private outdoor space for residential units is not required.
Notes:	
1. As measured from the average elevation of the sidewalk along the front property line to the top of cornice or roof eave. Elevator shafts/stairwells, chimneys, and roof appurtenances (such as plumbing stacks, air vents, mechanical equipment, satellite dishes, and solar panels) may be located above the building height limit.	

Mass and Height Diagram



Mixed-Use Building C: Building Uses

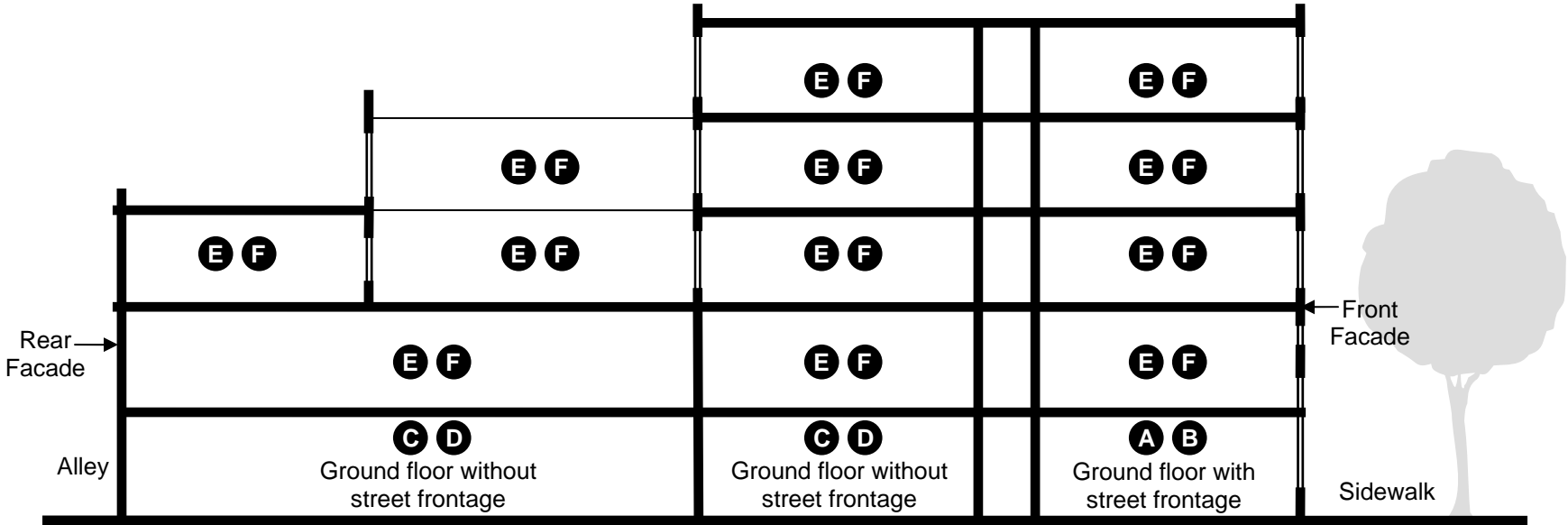
Purpose and Intent

The purpose and intent of this section is to:

- Allow a variety of compatible uses within buildings.
- Regulate uses that could create potential conflicts with neighbors through the City’s Conditional Use Permit process.

Ground Floor with Street Frontage		
A	Allowed	Residential, Live-work, Residential Sales/Leasing
B	Permitted with Conditions	General Office (CUP and TA)
Ground Floor without Street Frontage		
C	Allowed	Residential, Live-Work, Residential Sales/Leasing
D	Permitted with Conditions	General Office (CUP and TA)
Upper Floors		
E	Allowed	Residential, Live-work, Residential Sales/Leasing
F	Permitted with Conditions	General Office (CUP and TA)
Notes:		
<ol style="list-style-type: none"> 1. All of the above uses are defined in Section 4.8. 2. CUP: Requires Conditional Use Permit (see Fullerton Municipal Code chapter 15.70) 3. TA: Requires a traffic analysis and may require additional CEQA analysis. 4. Certain types of the above uses are specifically prohibited within the FTC Specific Plan (see Section 4.7.2, Use Standards). 		

Building Use Diagram



4.4.6 Preserved Buildings (Historic and Potentially Historic Structures)

This Specific Plan is premised upon the preservation and/or adaptive reuse of the following historic and potentially historic buildings:

- Williams Family Trust Building/Odd Fellows Lodge (historic)
- Stubrik's Steakhouse Restaurant Building (historic)
- Pacific Electric Depot/Spadra Ristorante (historic)
- Union Pacific Depot/Old Spaghetti Factory (historic)
- United State Post Office (historic)
- Santa Fe Depot (historic)
- Crystal Icehouse Building (historic)
- Lakeman Building (potentially historic)



Williams Family Trust Building/Odd Fellows



Stubrik's Steakhouse Restaurant Building



Pacific Electric Depot/Spadra Ristorante



United State Post Office



Union Pacific Depot/Old Spaghetti Factory



Santa Fe Depot



Crystal Icehouse Building



Lakeman Building

Preserved Buildings: Additions, Renovations, Alterations, Modifications, and Relocations

Historic Buildings

All proposed additions, renovations, alterations, or modifications to designated historic buildings and properties shall be reviewed by the Landmarks Commission and processed in compliance with Chapter 15.48 of the Fullerton Municipal Code (Landmarks, Landmark Districts, Residential Preservation Zones and Significant Properties). In making its decision, the Landmarks Commission shall consider the recommendations of the Redevelopment Design Review Committee and the Town Architect. Additional environmental review per the requirements of CEQA may be required.

The Santa Fe Depot concrete loading platform and canopy are not original, and were constructed in the 1960s as a replacement of an open wood platform. The dock canopy is not historic, per previous CEQA and National Parks Service actions. The platform may not be historically significant and could possibly be removed following a more specific historical analysis. If the loading platform is demolished, segments of the Santa Fe Depot property to the east of Pomona Avenue may be redeveloped in compliance with the standards in Section 4.4.4 (Mixed-Use B).

The relocation of a historic building shall only occur if the project is approved by the City Council as a Specific Plan amendment following additional environmental review per the requirements of CEQA. In making its decision, the City Council shall consider the recommendations of the Planning/Landmarks Commission and Redevelopment Design Review Committee.

Potentially Historic Buildings

All additions, renovations, alterations, relocations, or modifications to the Lakeman Building shall comply with the standards noted above for Historic Buildings. However, if a site specific historical analysis determines that the Lakeman building is not historic, the building may be demolished and the site may be redeveloped in compliance with the standards in Section 4.4.4 (Mixed-Use B).

Preserved Building: Additions, Renovations Alterations, Relocations, or Modifications

Purpose and Intent

The purpose and intent of this section is to:

- Preserve historic buildings within the FTC Specific Plan.
- Ensure that all future additions, renovations, alterations and modifications to historic buildings comply with the Secretary of Interior’s Standards for Historic Preservation per the requirements of Chapter 15.48 of the Fullerton Municipal Code (Landmarks, Landmark Districts, Residential Preservation Zones and Significant Properties).
- Establish additional review standards for future projects that propose to relocate historic buildings or propose additions, renovations, alterations, or modifications to historic buildings that do not comply with the Secretary of Interior’s Standards.

Preserved Building: Building Uses

Purpose and Intent

The purpose and intent of this section is to:

- Allow a variety of compatible uses within buildings.
- Regulate uses that could create potential conflicts with neighbors through the City’s Conditional Use Permit, Administrative Restaurant Use Permit, and Outdoor Dining Encroachment Agreement processes.
- Preserve and maintain the character and cultural value of the City’s history.

Ground Floor with Street Frontage

Allowed	Retail, Service, Dining without Alcohol, Medical Service/Office, General Office, Residential Sales/Leasing
Permitted with Conditions	Lodging (CUP), Dining with Alcohol (ARUP/CUP), Bar/Tavern/Night Club (CUP), Live Entertainment (CUP), Outdoor Dining (ARUP/CUP/ODEA), Residential (CUP), Live-Work (CUP)

Ground Floor without Street Frontage

Allowed	All uses as listed under Standard A, above.
Permitted with Conditions	All uses as listed under Standard B, above.

Upper Floors

Allowed	Retail, Service, Dining without Alcohol, Medical Service/Office, General Office,
Permitted with Conditions	Medical Service/Office (CUP), General Office (CUP), Lodging (CUP), Dining with/without Alcohol (ARUP/CUP), Bar/Tavern/Night Club (CUP), Outdoor Dining (ARUP/CUP/ODEA), Residential (CUP), Live-Work (CUP)

Notes:

1. All of the above uses are defined in Section 4.8.
2. CUP: Requires Conditional Use Permit (see Fullerton Municipal Code chapters 15.70)
3. ARUP or CUP: Depending on the characteristics of the restaurant, the use requires an Administrative Restaurant Use Permit or a Conditional Use Permit (see Fullerton Municipal Code chapters 15.30, 15.70, and 15.71)
4. ODEA: Requires an Outdoor Dining Encroachment Agreement if on public right-of-way.
5. Certain types of the above uses are specifically prohibited within the FTC Specific Plan (see Section 4.7.2, Use Standards).

4.5 ARCHITECTURAL STANDARDS AND GUIDELINES

4.5.1 Introduction

People enjoy living, shopping, and working in places where buildings contribute to authentic and comfortable environments. Successful and memorable cities contain a variety of buildings with a high quality of craft and style that gives a community meaning and identity. Downtown Fullerton is no exception.

Downtown Fullerton contains a variety of buildings with a range of architectural styles. The diversity of architecture shows how popular styles and building methods have evolved throughout Fullerton's history. Future development within the FTC is viewed as the next major stage of the Downtown's growth and expansion. To honor the tradition of architectural diversity within the Downtown, contemporary architecture is encouraged within the FTC to expand the diversity of architecture within the Downtown and to create authentic buildings that represent the period during which they are designed and constructed.

This section provides architectural standards that address the following topics:

- Architectural Style
- Facades (General)
- Facades (Specific to Parking Structures)
- Facades (Specific to Buildings Fronting the Transit Plaza)
- Exterior Materials and Finishes
- Windows and Shade Structures
- Signs
- Utility and Mechanical Equipment

4.5.2 Architectural Style

Purpose and Intent

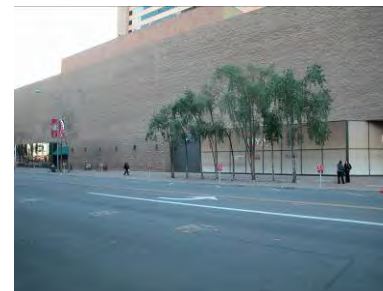
The purpose and intent of this section is to honor and expand the tradition of architectural diversity within Downtown Fullerton by encouraging contemporary architecture that authentically represents current design and building practices.

Standards and Guidelines

- A. Contemporary designs and building methods should be encouraged within the FTC. New buildings should not mimic or revive historic styles (such as mission or craftsman styles). This guideline does not specifically prohibit the use of traditional building forms and materials found in historic styles. Rather, it allows building forms and materials from historic styles to be incorporated into contemporary buildings, in selected instances, as a way to relate contextually to historic buildings without being the principle style of a building.
- B. The architecture of new buildings shall be visually differentiated from nearby historic buildings to protect the historic integrity of historic structures. This means that new buildings should be clearly differentiated from adjacent historic structures.
- C. While visually different, new building shall include architectural features that are visually compatible with nearby historic buildings. This means that new structures should not visually distract from the setting of the historic structure and include compatible features, such as similar window patterns, materials and colors, and compatible building elements.



Examples of contemporary buildings that would be distinct from nearby historic structures and would incorporate features that are visually compatible with historic downtown settings and building patterns: Allowed



Examples of new buildings that would not be visually compatible with historic buildings within a downtown or urban neighborhood due to a lack of compatible architectural features: Prohibited



Examples of contemporary buildings that would be distinct from nearby historic structures and would incorporate features that are visually compatible with historic downtown settings and building patterns: Allowed

4.5.3 Facades (General)

Purpose and Intent

The purpose and intent of this section is to:

- Enhance the public realm by creating attractive building facades that establish the visual background for a quality environment.
- Reduce the apparent mass of large buildings by articulating facades to reduce monotony and to add diversity and character to buildings.

Standards and Guidelines

A. Building facades shall be articulated to prevent monotonous facades.

B. Methods of articulation that may be considered to comply with Standard A include, but are not limited to:

- Designing the facade with a composition of multiple parts, such as a base for the ground floor, body for upper floors, and/or cap for the roof.
- Altering the height of roof planes.
- Create projections and recesses along the facade.
- Changing building materials and colors.
- Providing architectural projections, such as bay windows balconies, awnings, and shade structures.
- Recessing windows and entrances into the facade to add depth, create shadow patterns, and provide shelter for pedestrians.
- Dividing large windows into smaller window panes.
- Breaking facades into distinguishable vertical elements to minimize the perceived mass of the structure.

The level of articulation required may vary based on the facade length and overall building mass. In general, larger buildings will require a higher level of articulation.



Examples of articulated building facades



Examples of articulated building facades

4.5.4 Facades (Specific to Parking Structures)

Parking structures will be the primary method of parking within the FTC Specific Plan. Per the Building Standards in Section 4.4, parking structures would generally be hidden from public view by locating them underground or to the rear of buildings. However, exposed parking structure facades would be allowed in certain locations.

Purpose and Intent

The purpose and intent of this section is to minimize the visual identity of parking structure facades when they are visible from streets, major public spaces, and the railroad corridor.

Standards and Guidelines

- A. Parking structure facades that are visible from streets, the Transit Plaza, neighborhood parks, and the railroad corridor shall be designed to minimize the appearance of the structure's internal function as a parking structure. This standard does not apply to facades that are temporarily exposed, but will eventually be concealed by an adjacent building constructed in a later phase of development, such as internal side facades and the north and west facades of the FTC Parking Structure (which would eventually be concealed by buildings that wrap the structure).
- B. Design approaches that may be considered to comply with Standard A include, but are not limited to:
- Defining stair wells and elevator cores as tower elements to create variety in the height and mass of the structure.

- Where feasible, internalizing ramps to avoid an angular geometry along the perimeter of the structure or partially concealing the angular geometry with facade treatments.
- Disrupting the monotony of the underlying structure by incorporating facade elements that create interesting patterns of openings and variations in color, material, and/or texture.
- Incorporating facade projections, shade structures, cornice treatments, and other architectural details to articulate facades.
- Minimize the glare and visibility of pole mounted light fixtures on upper decks of parking structures by employing full cut-off fixtures and minimizing pole heights. Lights should be a maximum of 14 feet in height and shall be located between internal parking rows, rather than at the structure's perimeter.
- Minimize the glare and visibility of internal light fixtures by locating lights away from the structure's perimeter and shielding lights by building walls or shielding light tubes so that light fixtures shine up and reflects off of the ceiling.

Example images of parking structures that generally comply and generally do not comply with the above standards are provided on the following page.



Parking structures that do not comply with standards for parking structure facades: Prohibited



Parking structures that generally comply with standards for parking structure facades: Allowed

City of Fullerton

- C. Podium parking levels shall be screened by a facade that is compatible with the design of the rest of the building. Window openings are allowed to provide ventilation and natural lighting. However, the window openings shall include decorative metal screens (excluding chain link) to screen views into the structure.
- D. Large un-screened openings into podium parking levels shall be prohibited. Designs where the building appears to “float” or sit on top of an exposed podium parking level are prohibited.



Example of inappropriately designed facade on podium parking level. The building appears to “float” over an exposed podium parking level: prohibited



Examples of appropriately designed facades on podium parking levels. The parking levels have facades that are compatible with the rest of the structure and window openings with decorative metal grates to screen views into the structure: allowed

4.5.5 Facades (Specific to Buildings Fronting the Transit Plaza)

Purpose and Intent

The purpose and intent of this section is to help unify the building facades that front the Transit Plaza by encouraging at least one unique architectural feature that all building facades will share in common. The unifying elements are intended to be subtle. Architectural diversity and variety are required to differentiate all building facades fronting the Transit Plaza.

Standards and Guidelines

- A. Building facades that front the Transit Plaza should be designed with at least one unique architectural feature or element that helps unify the buildings surrounding the plaza. A variety of architectural treatments may be considered, including (but not limited to) the following:
- The use of a similar building material on the base of the building facades, such as a specific granite or marble tile.
 - The use of a specified color of glass for storefront windows and/or upper floor windows.
 - Designing buildings with a specified width and height for storefronts.
 - The use of shade structures (awnings or marquees) that are placed at a consistent height above the storefronts on the facade.
 - The use of up-lighting or colored lighting to illuminate building facades or parts of the facade, such as storefronts or roof cornices.

- The use of similar light fixtures that are placed at a consistent height along the facade.
- Providing unique building elements on the corners of buildings, such as towers or angled or rounded building corners.
- The use of plaques mounted on facades that together tell a story about Fullerton's history (such as railroad, Fender Guitar, and/or agricultural history).
- The consistent placement and design of storefront signs on the buildings, including consistent lighting sources (such as neon lighting or back-lighting of individually mounted letters and symbols). Refer to section 4.5.8, Signs.

The specific design features will be determined when the Phase I development project is designed and submitted for approval. The design features should consider elements and themes in the public right-of-way and Transit Plaza.

4.5.6 Exterior Materials and Finishes

Purpose and Intent

The purpose and intent of this section is to:

- Extend the overall life span of a building by promoting durable exterior materials and finishes and construction techniques that prevent moisture infiltration.
- Reduce the use of natural resources by promoting building materials that do not need to be replaced or repaired frequently and/or are reusable or recyclable.
- Promote diversity by encouraging a variety of compatible materials and accent colors on facades.

Standards and Guidelines

A. Durable and low maintenance finish materials are required. Examples of appropriate building materials include, but are not limited to:

- Glass
- Insulated concrete forms (fiber-cement block systems, plank or panel wall forms, and precast autoclaved aerated concrete).
- Stucco
- Stone and brick masonry
- Steel beams and metal siding (profiled sheets or corrugated metal is appropriate to reinforce the railroad and industrial history of the area)
- Metal (copper, steel, and aluminum) or fiber-cement composite roofing materials
- Fiber-cement composite cladding and siding
- Wood waste/recycled plastic lumber products
- Heavy timber beams
- Tile accents

- Aluminum window frames and sashes with a thermal break
- Composite window frames and sashes (vinyl clad/recycled wood fiber, aluminum clad/recycled wood fiber, and fiberglass composite)
- Solid wood doors (flush or panel), insulated steel doors, or glass doors with double pane, insulated glass.
- Glass fiber reinforced concrete
- Exterior insulation and finish systems

The green building industry is constantly evolving and new products are constantly emerging. Therefore, the list of appropriate materials shall not be viewed as an exhaustive list. New materials should be considered that meet the purpose and intent of this section.

B. Materials that are discouraged include:

- Vinyl siding
- Hardboards
- Asphalt shingle roofing

- C. Flashing shall be installed to prevent moisture infiltration. Moisture entry points shall be adequately flashed and sealed to direct water to the exterior of the wall. Flashing is required at wall and roof intersections, changes in roof slope or direction, around roof openings, and at gutters. Parapet walls must be capped with a weatherproof material, with joints protected from intrusion of moisture. The drainage plane shall provide continuity, especially at windows, doors, service penetrations, vent stacks and chimneys. All water-shedding components shall be properly installed and maintained.
- D. A variety of exterior building materials and finishes are encouraged on facades to promote variety and diversity within the FTC Specific Plan.
- E. Building materials and finishes should be harmonious in design character and detail.
- F. Building materials and finishes shall be represented honestly with heavier materials, such as masonry, supporting lighter materials, such as fiber-cement composite cladding.
- G. Changes in materials and colors shall occur horizontally or at internal building corners only. Material changes on outside corners are prohibited.
- H. Building materials and finishes used for architectural projections, such as awnings and balconies, shall express a unifying design consistent with style of the building.

- I. A variety of color palettes are encouraged to create diversity and variety. If used, bold and bright colors shall be used as accents only and shall be balanced with soft or muted colors on the facade.
- J. Non-toxic paints with low or no volatile organic compounds (VOC) should be used on painted exterior surfaces.

4.5.7 Windows and Shade Structures

Purpose and Intent

The purpose and intent of this section is to:

- Reduce the use of energy for cooling buildings
- Ensure that windows and shades contribute to a high quality of design.
- To encourage windows that open and close to improve indoor air quality and allow natural ventilation.

Standards and Guidelines

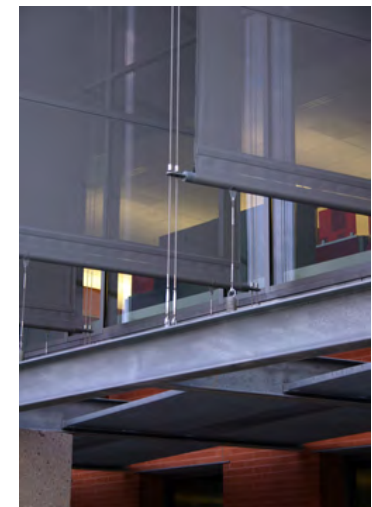
- A. To provide opportunities for natural ventilation, windows that open and close should be used to maximum extent feasible.
- B. Low-emittance (Low-E) glass should be used on windows, glass doors, and skylights. Low-E glass lets in natural light while blocking the sun's UV rays (the rays that primarily heat building interiors). Low-E glass will help reduce energy consumption and protect interior fabrics and artwork from UV fading.

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C. Design techniques that shade windows are strongly encouraged to reduce unwanted solar heat. The following techniques are encouraged (but not required):

- Recess windows and glass doors into the facade to provide both horizontal and vertical shading.
- Provide horizontal shade structures (awnings, marquees, horizontal louvers, light shelves, or roof overhangs) on south-facing facades to block late morning and afternoon sun.
- Use vertical-oriented shade structures (louvers or fins) on west-facing facades to block late afternoon sun. Vertical-oriented fins may also be used on east- and north-facing facades.
- Shade structures (vertical and horizontal) that can be adjusted (manually or automatically) to provide interior light or shade, such as metal louvers or expanding awnings.

D. Window glazing shall be non-reflective to minimize glare impacts.



Examples of window shades

4.5.8 Signs

Purpose and Intent

Chapter 15.49, Sign Standards and Regulations, of the Fullerton Municipal Code shall be used to regulate the design and placement of signs within the FTC Specific Plan Area. The purpose and intent of this section is to provide additional sign standards for the FTC Specific Plan area. These standards go beyond those provided in Chapter 15.49 of the Fullerton Municipal Code.

Standards and Guidelines

- A. The following types of signs¹ are prohibited in the FTC Specific Plan Area:
 - Pole signs
 - Monument signs (except for monument signs on properties with historic buildings where the building is set back from the street and sidewalk)
 - Freeway signs
 - Roof signs
 - Generic cabinet signs with changeable panels.

- B. The following types of signs¹ are allowed within the FTC Specific Plan are and shall be regulated by Chapter 15.49, Sign Standards and Regulations, of the Fullerton Municipal Code :
 - Building signs
 - Projecting signs
 - Banners

- Directional signs
- Identification signs
- Monument signs (only on properties with historic buildings where the building is setback from the street and sidewalk)
- Real estate for sale or lease signs
- Election/campaign signs²
- Portable sign (sidewalk signs)
- Temporary signs

- C. The following types of signs¹ may be allowed within the FTC Specific Plan with approval of a conditional use permit:
 - Rotating signs
 - Flashing signs
 - Marquee signs
 - Billboards

- D. A sign program shall be developed for each development within the FTC Specific Plan Area. The program shall be reviewed by the Town Architect and approved by the Director of Community Development. A master program for multiple developments is also allowed. The Director of Community Development may approve sign permits that comply with the approved sign program.

¹ All listed sign types are defined in section 15.49.015 of the Zoning Ordinance.

² Pursuant to the Fullerton Municipal Code as it relates to political campaigns.

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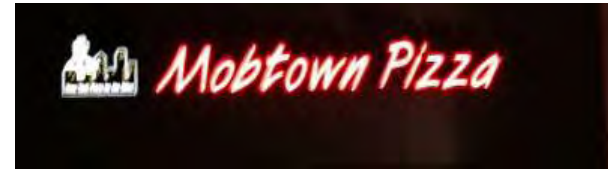
- E. All signs shall be comprised of individual symbols and letters, or designed in a manner that accentuates sign letters and symbols.
- F. Signs within the FTC Specific Plan area shall be illuminated by one of the following techniques:
- Wall mounted lights that externally illuminate signs
 - Back-lighting of cut-out letters and symbols that are mounted to the wall
 - Using neon tube lighting
 - Internal illumination of box signs where the letters and symbols are illuminated, but not the sign background.



Wall mounted lights that externally illuminate signs (allowed)



Back-lighting of cut-out letters and symbols that are mounted to the wall (allowed)



Box sign where the letters and symbols are illuminated, but not the sign background: allowed



Neon tube lighting: allowed

- G. Box signs (or canned signs) where the entire sign is illuminated (including letters, symbols, and background) are prohibited.



Box signs (or canned signs) where the letters, symbols, and background are illuminated: prohibited

4.5.9 Utility and Mechanical Equipment

Purpose and Intent

The purpose and intent of this section is to minimize the visual impacts of utility and mechanical equipment on buildings and properties.

Standards and Guidelines

- A. Mechanical equipment should be located on the roof or within the building whenever feasible. Roof equipment should be placed away from the roof edge. Roof cornices shall be used to screen equipment from all public views (excluding those from higher elevations).
- B. Utility connections shall be made in concealed rooms or in vaults. Backflow devices shall be located along alleys, loading docks, garages, and/or utility closets. Fire Department sprinkler assemblies shall be designed into the building or site plan, such that the assemblies are not in the public right-of-way or obstruct vehicle or pedestrian circulation. Backflows placed inside building closets are encouraged. Such closets shall have exterior access and exterior Fire Department connections.
- C. Heaters and air conditioning units within the window openings are prohibited.
- D. Satellite dishes shall be limited to a diameter of 18 inches. When possible, satellite dishes should be located on roofs behind screening, rather than balconies or facades.
- E. When equipment must be located on the ground, it should be located along the rear facade to the maximum extent feasible. Equipment located along front and external side facades shall be screened from public view with a combination of equipment enclosures, landscaping, and/or fencing.
- F. Solar panels and small-scale wind turbines are allowed on buildings (but not required). Solar panels and small-scale wind turbines do not have to be screened from public view, but shall be incorporated into the building's architectural design.

4.6 LANDSCAPE STANDARDS AND GUIDELINES

4.6.1 Introduction

The landscape is an integral component of the built environment, and enhances community identity, access and use. A positive micro-climate for outdoor use is essential to human comfort and adds significantly to the pedestrian experience. The landscape can help create comfortable outdoor use areas, improve access to buildings, and significantly improve the beauty and usability of the urban environment.

Green landscape practices, such as storm water management, irrigation conservation, and the use of drought tolerant plants, permeable pavement, and recycled materials, are common features of a sustainable landscape, and appropriate for use in the Fullerton Transportation Center Specific Plan Area.

The landscaping standards and guidelines within this section address the landscaping of private properties. Refer to Sections 4.2, Streets and Alleys, and 4.3, Civic Spaces, for landscaping on public property (streets and civic spaces). The following topics are addressed in this section:

- Planting Standards
- Irrigation Standards
- Common Open Space Standards
- Surface Parking Lot Standards
- Paving Material Standards
- Screening Standards
- Site Furniture Standards
- Lighting Standards

All landscape construction documents will be reviewed pursuant to, and in conformance with, Fullerton Municipal Code Chapter 15.50 and Section 15.56.140.

4.6.2 Planting Standards

Purpose and Intent

The purpose and intent of this section is to:

- Require landscaping on all areas of the site that are not paved or occupied by buildings.
- Ensure that planted areas are enhanced with a variety of planting materials with varying heights.
- Reduce water consumption by requiring drought tolerant plants and trees.

Standards and Guidelines

- A. Unless otherwise identified herein, Landscaping and landscape plans shall comply with the requirements of the City of Fullerton Landscape Ordinance, FMC Chapter 15.50.
- B. Planting is required in all common open space areas, edge yards surrounding buildings (excluding paved walkways), and surface parking lots.
- C. Planting species selected shall be drought tolerant. Low maintenance plants are encouraged to reduce on-going expenses.
- D. Planting areas should be designed to receive and filter stormwater runoff from adjacent roofs and paved surfaces.

- E. A variety of planting materials and plant heights should be provided in landscaped areas. Appropriate planting materials include, but are not limited to, trees (deciduous, evergreen, and ornamental), shrubs, groundcovers, and accent plants.
- F. Planting design (species, quantity, size and spacing) shall achieve 70% landscape area coverage within 2 growing seasons from installation.
- G. Mowed turf is discouraged because it is resource intensive. Mowed turf should only be used in common open space areas where the turf area serves a functional purpose.
- H. Planting beds and pots shall be finished with professional grade mulch with a minimum 2-inch depth.
- I. A LEED-accredited professional should be involved with all landscaping plans to promote a range of active and passive sustainable design measures and professional best practices.
- J. All landscaped areas, including planters and pots and associated irrigation systems, shall be regularly maintained by the property owner or the homeowners' association (HOA).

4.6.3 Irrigation Standards

Purpose and Intent

The purpose and intent of this section is to minimize water use by installing efficient irrigation systems for landscaped areas.

Standards and Guidelines

- A. All landscape areas shall include automatic irrigation controllers utilizing either evapotranspiration or soil moisture sensor data. Sensors, either integral or auxiliary, shall be installed to suspend or alter irrigation operation during unfavorable weather conditions. Drip irrigation and other low water use technologies shall be used to the maximum extent feasible to reduce water consumption.
- B. Planter pots shall be irrigated by automatic irrigation systems or irrigation bladders. Such pots shall be positively drained through an underground drainage system or use a waterproof tray to avoid staining the pavement. If an irrigation bladder is used to irrigate planter pots, no drainage system or waterproof tray is required.

4.6.4 Common Open Space Standards

Purpose and Intent

The purpose and intent of this section is to:

- Ensure that all common open space areas are designed to be comfortable and welcoming to residents and guests.
- Encourage community gardens for residents to promote local food production and reduce household grocery expenditures.

Standards and Guidelines

- A. Common open spaces shall include a combination of paved surfaces and landscaped areas. At least 40 percent of the open space area shall consist of landscaped surfaces.
- B. Common open space areas shall be designed to mitigate the effects of building glare and heat by incorporating trees and shade structures, such as arbors and gazebos.
- C. Common open space areas shall include features that encourage people to gather and socialize. Such features include, but are not limited to playgrounds, outdoor dining areas, seating areas, spas, and barbeque facilities.
- D. Community gardens and/or orchard trees are allowed (but not required) to enhance local food production and reduce food expenditures of residents.

- E. Planters and landscaped areas within common open space areas shall be designed to receive and filter stormwater runoff from adjacent roofs.
- F. Common open space areas shall include trash and recycling receptacles.



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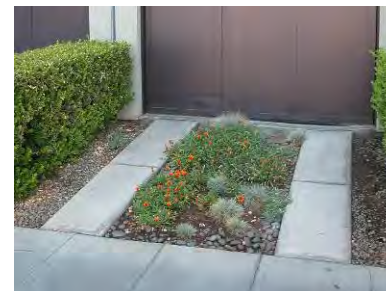
4.6.5 Surface Parking Lot Standards

Purpose and Intent

The purpose and intent of this section is to provide landscaping within parking lots that provides shade to parked vehicles and screens views of parking areas from sidewalks.

Standards and Guidelines

- A. Surface parking lots shall include clearly defined paved pedestrian walkway to adjacent building entrances and public sidewalks. The walkway shall be at least 5 feet wide.
- B. Surface parking lots shall include fast growing trees at a rate of 1 tree per every 3 parking spaces. Trees shall be located to maximize the even distribution of shade over the parking lot surface. The parking lot shade area (as defined as the area under the tree canopy or dripline when the trees are 15 years old) shall equal a minimum of 50% of the square feet of the open parking area.
- C. Trees planted within surface parking lots shall be provided in 6" high curbed islands, flush mounted tree grates with tree guards, or bioswales with tire stops (or other appropriate source of protection from vehicles).
- D. Parking stalls shall be designed with permeable pavers, ribbon drives, and/or turf block to improve the visual qualities of the parking lot and to minimize stormwater runoff by decreasing impervious surfaces. Drive aisles may also be designed with permeable pavers.



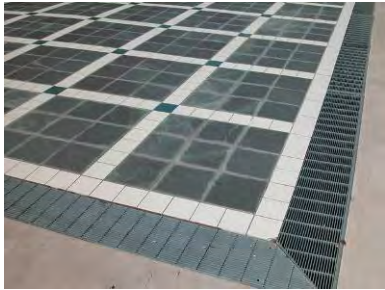
4.6.6 Paving Material Standards

Purpose and Intent

The purpose and intent of this section is to provide paving materials that are compatible with the design of the outdoor space and adjacent building and that utilize measure to increase site permeability.

Standards and Guidelines

- A. Paving materials used in setbacks, common-open space areas, courtyards, walkways, and patios may include cast-in-place concrete, stamped concrete, concrete unit pavers, stone, brick, tile, aggregate recycled paving materials, and decomposed granite. Decomposed granite and aggregate recycled materials shall be retained at the edge by concrete, wood, steel, or recycled headers. Methods shall be applied to assure that these materials are not transferred into streets, alleys, sidewalks, and public right-of-ways.
- B. Permeable paving materials should be used to reduce the impervious surface area of the site and minimize stormwater runoff.



4.6.7 Screening Standards

Purpose and Intent

The purpose and intent of this section is to:

- Allow appropriate landscape elements for screening utility and mechanical equipment, and trash/recycling storage areas.
- Limit the height of screening elements in yards between buildings and sidewalks to prevent walled off developments that discourage an open and positive relationship to a public street.

Standards and Guidelines

- A. Fences, walls, and hedges are allowed within setbacks on private property between street right-of-ways and residential fronts and live-work fronts. Fences, walls, and hedges in these locations (including fences and walls that enclose balconies, porches, or stoops) shall be no more than 40 inches in height as measured from the finish grade of the adjacent sidewalk.
- B. Permanent fences, walls, and hedges are prohibited within setbacks on private property between street right-of-ways and storefronts. Movable planters and moveable outdoor dining barriers are allowed within these locations to define outdoor dining and seating areas. Planters, and outdoor dining barriers used shall be no more than 36 inches in height, as measured from the finish grade of the adjacent sidewalk.
- C. Fences, walls, and hedges that are not located within the setback between the building and the street right-of-way may have a maximum height of 72 inches.



- D. Fences and walls shall be constructed of materials that are compatible with the design of the adjacent structure. Appropriate materials and finishes include wrought iron, concrete, brick, stone, stucco, and glass walls. Chain link and barbed wired fencing (or similar) is prohibited.

- E. Setbacks located between street right-of-ways (excluding alley right-of-ways) and surface parking lots shall include elements to soften views of parking lots. Appropriate screening elements include walls, fences, and hedges. Fences, walls, and hedges in these locations, shall be no more than 40 inches in height as measured from the finish grade of the adjacent sidewalk.

- F. Trash enclosures are required for all outdoor trash/recycling storage areas. All trash enclosures shall comply with the City’s standard plans, or comparable. The enclosures shall be designed with material finishes that are compatible with the adjacent buildings. Landscaping should be provided to screen views of the enclosures.

- G. Equipment enclosures and/or landscaping shall be used to screen views of utility and mechanical equipment. To the maximum extent feasible, utility and mechanical equipment should be located to the rear of buildings rather than along public sidewalks.

- H. At intersections (including driveway, alley, and street intersections), walls and fences shall be placed to maintain adequate lines-of-sight as determined by the City’s Traffic Engineer.



4.6.8 Site Furniture Standards

Purpose and Intent

The purpose and intent of this section is to provide appropriate site furniture to create a comfortable and welcoming environment for residents and other users.

Standards and Guidelines

- A. The design of site furniture, including benches, tables and chairs, trash/recycle receptacles, planters, umbrellas, bike racks, bollards, and lights, shall be compatible to the design of the site and building.
- B. Site furniture shall be designed of recycled materials or durable materials to extend the life of the product and/or minimize the use of natural resources.
- C. Site furniture shall meet applicable product standards for public use, and be manufactured by a company that can demonstrate compliance.
- D. Site furniture shall be installed per manufacturer's recommendation, applicable Municipal Code standards and best professional practices.



4.6.9 Lighting Standards

Purpose and Intent

The purpose and intent of this section is to provide safe, pedestrian-friendly, and energy-efficient lighting within yards and common areas frequently used by pedestrians.

Standards and Guidelines

- A. Lighting is required in all common open space areas, surface parking lots, outdoor seating and dining areas, outdoor walkways, outdoor trash/recycling storage area, and other areas routinely used by pedestrians.
- B. Pedestrian-scaled lighting shall be used, such as lighted bollards, light posts below 14 feet in height, and light fixtures mounted on buildings or walls.
- C. Lighting shall be energy-efficient, and/or use alternative energy sources when possible. Light-emitting diode (LED) lights are encouraged.
- D. Lighting shall be directed and/or shielded to illuminate only the intended area of illumination. Lights that spill into residential windows or create off-site glare are prohibited.
- E. Lighting shall emit a white light that renders true colors. Sodium vapor, or other lights casting an orange glow, should not be used, except as accents for special building or landscape features.
- F. Lighting placed on building walls should be at a height near 8 feet to discourage damage by vandals and to illuminate building faces.

4.7 GENERAL STANDARDS

4.7.1 Introduction

This section contains general standards that apply to all building types. It includes:

- Use Standards
- Parking Standards
- Bicycle Parking Standards
- Operational Standards
- Stormwater Management
- Affordable Housing
- Density Bonuses
- Line of Site Standards for Driveways/Alleys
- Net Zero Water Standards
- Noise Standards

4.7.2 Use Standards

Purpose and Intent

The purpose and intent of this section is to prohibit specific types of uses that are not appropriate for the FTC Specific Plan Area and to require a conditional use permit for uses within basement floors.

Standards

- A. The following types of specific uses are prohibited within the FTC Specific Plan Area:
- Adult businesses as defined by section 7.95.020 of the Fullerton Municipal Code.

- Wholesale businesses or businesses in which the primary activity is the sale of merchandise or products to commercial businesses.
- Hospitals or overnight medical/non-ambulatory care facilities.
- Hookah/tobacco/smoking lounges
- Gas stations/Automobile Service and Repair
- New industrial or manufacturing uses (excluding railroad operations).
- Medical marijuana dispensaries.
- Tattoo parlors

- B. Uses within a basement floor of all buildings types may be allowed with the approval of a conditional use permit (CUP) if such use is otherwise permitted or conditionally permitted in the above-grade floors. A conditional use permit is not required for accessory uses that serve other uses in the building, such as computer server rooms, equipment storage, janitorial supply storage, and mechanical closets.

4.7.3 Parking Standards

Purpose and Intent

The purpose and intent of this section is to:

- Establish minimum parking requirements that are appropriate for an urban, mixed-use, and transit-oriented neighborhood.
- Encourage the use of car sharing programs and neighborhood electric vehicles.

Standards

- A. If the total number of parking spaces required for a development is other than a whole number, the number shall be rounded up to the next whole number.
- B. Parking for residential/live-work units shall be located within an on-site parking facility. The minimum off-street parking requirements for residential/live-work units are:
 - Studio: 1.5 spaces per unit
 - One-bedroom units: 1.75 spaces per unit
 - Two-bedroom units: 2.25 spaces per unit
 - Three (or more) bedroom units: 2.75 spaces per unit

As an incentive to provide affordable housing, the above parking requirements may be reduced per standard C below.

- C. If at least 15 percent of the residential/live-work units in a development (or phase of development with multiple projects) are designated as affordable to moderate, low, or very-low income households, the minimum parking requirements for all units (affordable and market-rate) shall be reduced to the following standards:
 - Studio/one-bedroom units: 1 space per unit
 - Two- to three-bedroom units: 2 spaces per unit
 - Four (or more) bedroom units: 2.5 spaces per unit

The above standards include handicapped parking and parking for guests (additional guest parking is not required). Parking spaces may be dedicated to each unit or shared between all units in the building. Parking for residential units shall be located within an on-site facility.

Developments (or a phase of development with multiple projects) that qualify for Density Bonus under California State Law may also use the reduced parking requirements noted above.

- D. Residential and live-work developers and apartment managers have the choice to offer unbundled parking to home buyers and renters. With unbundled parking, home buyers and renters have the choice to purchase or lease units with or without a dedicated parking space (or with a reduced number of parking spaces per unit).

Within renter-occupied housing developments, parking spaces may be completely unbundled from lease contracts. The apartment manager may designate unbundled spaces for shared residential parking, and/or guest parking. The apartment manager may also lease unbundled spaces to other on-site users. The apartment manager may also lease unbundled spaces to off-site users with the approval of the Director of Community Development. To ensure flexibility regarding changes in on-site parking demands, all lease agreements for unbundled parking shall be restricted to a duration of one year or less. Nothing shall prohibit leasing of an unbundled parking space to the same lessee for concurrent terms. Access and security concerns will need to be addressed to lease unbundled spaces to off-site users.

Within owner-occupied housing developments, at least one parking space shall be sold or bundled with each unit. The remaining spaces may be bundled or unbundled to units. Parking spaces that are not bundled shall be owned and operated by the Homeowners' Association. The

Homeowners' Association may designate these spaces for shared residential parking and/or guest parking. The HOA may also lease these spaces to specific residents, or lease the spaces to on-site users. The HOA may also lease these spaces to off-site users with the approval of the Director of Community Development. To ensure flexibility regarding changes in on-site parking demands, all lease agreements for unbundled parking shall be restricted to a duration of one year or less. Nothing shall prohibit leasing of an unbundled parking space to the same lessee for concurrent terms. Access and security concerns will need to be addressed to lease unbundled spaces to off-site users.

- E. Lodging uses shall be parked at a minimum rate of 1 space per room. Additional on-site parking for accessory hotel uses (meeting rooms, restaurants, bars, fitness centers, gift/snack shops, etc.) is not required. A reduced parking rate may be approved by the Director of Community Development based on the recommendations of a project-specific parking study. Hotel owners/managers may charge hourly or daily fees for parking.
- F. Parking for Cultural, Religious, and Public Assembly uses shall be determined per the requirements of the Fullerton Municipal Code or by a project-specific parking study (to be approved by the Director of Community Development).
- G. All existing public parking (765 spaces) within the FTC Specific Plan Area shall be replaced at a one-to-one ratio. 290 short-term public parking spaces shall be replaced within the FTC Parking Structure. 175 long-term public parking spaces shall be replaced in the SOCO West

Parking Structure. 300 long-term public parking spaces shall be replaced within the FTC Parking Structure.¹

- H. On-site parking for Phase I and Phase II retail, service, and dining uses is not required. Public parking for Phase I and Phase II retail, service, and dining uses shall be required in the FTC Parking Structure. At least 200 public spaces shall be provided in the FTC Parking Structure to meet the parking requirements of the Phase I retail, service and dining uses (up to 65,000 square feet), and the Phase II retail, service, and dining uses (up to 35,000 square feet).¹
- I. Office uses to the north of the railroad tracks shall be parked at a minimum rate of 2.0 spaces per 1,000 square feet of leasable space. Office parking facilities shall be privately owned and maintained, and may be located on-site or at an off-site location within the Specific Plan Area. As a condition of approval, all office parking facilities on the north side of the railroad right-of-way shall be available for public use during evenings and weekends. Property owners/managers may charge hourly or monthly fees for parking.

Office uses to the south of the railroad tracks shall be parked at a minimum rate of 4.0 spaces per 1,000 square feet of leasable space. A reduced parking rate may be

¹ If less retail, service, and dining uses are constructed during Phase I and Phase II, some of the new parking spaces within the FTC Parking Structure could be re-designated and re-striped as long-term parking for Amtrak and Metrolink riders or can be utilized to meet the parking needs of office uses. Re-designating these spaces shall require approval by the City Council based on recommendations from parking utilization studies.

approved by the Director of Community Development based on the recommendations of a project-specific parking study. Office parking shall be located on-site and shall be privately owned and maintained.

- J. Car sharing programs are allowed within the FTC Specific Plan Area to encourage households to live without (or with fewer) automobiles and to encourage employees to walk, bike, or take transit to work. Car sharing programs shall be managed by a property management company, private car sharing company, and/or a homeowners' association. Projects that include a car sharing program may substitute up to ten percent of their required off-street parking spaces for parking spaces dedicated for car sharing program vehicles at a one-to-one ratio. Further parking reductions may also be approved with approval of a Minor or Major Exception, based on the recommendations of a project-specific Car Share Program and Parking Analysis (see section 4.1.4). If the car sharing fleet consists of neighborhood electric vehicles (NEVs), the parking space dimensions for the NEVs may be reduced to 6 feet wide by 8 feet deep. All spaces for neighborhood electric vehicles shall have access to charging stations.

4.7.4 Bicycle Parking Standards

Purpose and Intent

The purpose and intent of this section is to:

- Establish minimum bicycle parking requirements that are appropriate for an urban, mixed-use, and transit-oriented neighborhood.

- Locate bicycle parking spaces and racks within convenient locations for occupants, employees, visitors, and customers.

Standards

A. Bicycle spaces shall be provided in the form of bike racks (which may accommodate multiple bikes per the manufacturer's specifications) or bike lockers for individual bikes. The minimum on-site bicycle parking requirements for all projects in the FTC Specific Plan are:

- Residential/Live-Work Uses: Provide covered storage facilities for securing bicycles for 15% or more of building occupants. Building occupancy shall be calculated at an average rate of 3 persons per unit. A lower building occupancy rate may be used if approved by the Community Development Department Director.
- Non-Residential Uses: Provide secure bicycle racks and/or storage within 200 yards of a building entrance for 5% or more of all building users. Building users shall be calculated based on the occupancy load of the building (excluding residential space).

Parking requirement calculations resulting in a fraction of a whole number shall be rounded down if less than 0.5 and rounded up if greater than or equal to 0.5.

B. At the discretion of the Director of Community Development, an in-lieu bicycle fee may be paid to the City of Fullerton to satisfy a portion or all of the bicycle parking requirements for a development project. The in-lieu fees shall be used to fund bicycle facilities in the FTC Specific Plan, such as a bike-n-ride station or public bike racks/lockers. To ensure that adequate bicycle facilities

are provided throughout the Specific Plan Area, the Director of Community Development may require the in-lieu fees to fund improvements in specific locations within the Specific Plan Area. The Director's decision to accept an in-lieu fee shall consider the total amount of bicycle parking spaces proposed, the amount of bicycle parking existing in the area where the fee is to be collected, and the need to accommodate bike facilities elsewhere in the FTCSP. The in-lieu fee shall be based on the cost of accommodating the need elsewhere in the FTCSP.

- C. Bicycle spaces for residents and employees shall be secure, enclosed spaces that are located in key-accessed areas that are easily accessible to residents and employees with bicycles.
- D. Bicycle spaces for visitors and customers shall include bicycle racks located in areas that are clearly visible from a primary building entrance, illuminated at night, and protected from damage by moving and parked vehicles. Bicycle racks shall not block ADA paths of travel.
- E. All bicycle spaces and racks should be located within 100 feet of each primary building entrance. If multiple building entrances are provided, bicycle racks should be disbursed proportionately within 100 feet of business and/or other building entrances, or placed within a parking structure.
- F. Dimensions for bicycle parking spaces may greatly vary based on the type of bike rack or bike locker used. Dimensions for bicycle spaces shall be determined based on the manufacturer's recommended standards.

- G. All bicycle parking areas shall be illuminated at night to ensure the safety of bike users, to discourage theft, and to encourage bike use.

4.7.5 Operational Standards

Purpose and Intent

The purpose and intent of this section is to ensure that the compatibility of residential and non-residential uses within individual buildings and on adjacent properties.

Standards

- A. No use, activity (excluding rail and bus transit operations), or process shall produce vibrations or noxious odors that are perceptible without instruments by the average person at the property line of the site or within the interior of residential units on the site.
- B. Loading and unloading of major delivery vehicles on the site shall not occur between the hours of 5:00 pm and 7:00 am. For the purposes of this Regulating Code, major delivery vehicles include any vehicle with a commercial license plate that has a gross vehicle weight over 10,000 pounds. This standard does not apply to the loading and unloading of other delivery vehicles, such as pick-up trucks and small vans.
- C. Outdoor lighting associated with commercial uses shall provide sufficient illumination for access and security purposes. Lighting shall be directed and shielded away from residential windows and outdoor spaces, and shall not be a distraction or nuisance for vehicle traffic.

4.7.6 Stormwater Management

Purpose and Intent

The purpose and intent of this section is to require all civic spaces and private development sites to be designed with low-impact development measures to minimize the amount of stormwater runoff and to achieve all applicable stormwater management requirements per the City, County, and State.

Standards and Guidelines

A. All projects shall be designed with Low Impact Development (LID) measures in compliance with the Model Water Quality Management Plan adopted for the FTC Specific Plan, which is available for review at the City of Fullerton. Examples of LID measures include:

- Pervious pavement: Pervious pavement is designed to allow rainfall to pass through the surface to storage within an engineered base course. Runoff can infiltrate into native soils or directed to cisterns, bio-retention areas, or storm drain system via under-drains.
- Self-retaining areas: Self-retaining areas are vegetated or paved areas designed with a concave cross-section sized to retain the first one inch of rainfall for its footprint as well as tributary areas such as drainage from roofs and adjacent impervious surfaces.
- Bio-retention areas: Bio-retention areas detain runoff in planted swales, shallow or deep reservoirs, raised open-bottomed planters, and other similar facilities. Runoff is filtered through plant root systems and then allowed to percolate into the ground. These areas are flexible and low-maintenance and well-suited to a variety of site conditions.

- Flow-through planters: Flow-through planters are essentially raised bio-retention areas. Because the infiltration layer is contained by a planter, they are ideal for receiving run-off from adjacent buildings.
- Cisterns: Cisterns are closed above or below ground storage vessels that capture runoff and/or overflow from roofs, impervious surfaces, and other LID features. Cisterns must be completely sealed to prevent mosquitoes.

- B. Roof gardens, cool roofs, green roofs, and other similar roof designs are encouraged.
- C. LID facilities should be located in areas that are easily accessible for maintenance and inspection.
- D. All development projects shall comply with all applicable City, County, and State Regional Water Quality Control Board’s requirements, including all those set forth in the “Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and The Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County (State of California Regional Water Quality Control Board, Santa Ana Region Order Number R8-2009-0030, NPDES Number CAS618030).

4.7.7 Affordable Housing

Purpose and Intent

The purpose and intent of this section is to:

City of Fullerton

- Encourage developments within the FTC Specific Plan to provide housing opportunities for a mix of income levels.
- Help the City of Fullerton meet its "fair share" regional housing needs allocation (RHNA) for all income groups.
- Implement Fullerton's 2006-2014 Housing Element.
- Provide affordable housing opportunities in proximity to public transportation.

Standards

- A. All projects constructed or rehabilitated in whole or in part for residential use shall attempt, to the greatest extent possible, but shall not be required, unless an applicable law permits or mandates the City to impose inclusionary housing requirements, to include at least 15 percent of the residential units as affordable units restricted for use and occupancy by very low-, low- or moderate-income households. When units are required to be affordable, the applicant and City shall negotiate the proportions of the restricted units that will be available for use and occupancy by very low-, low-, and/or moderate-income households within the proposed project (or phase of development with multiple projects). For example, and not by way of limitation, if 15 percent of the total units are to be affordable, then the applicant and the City may negotiate and establish that 5 percent of the total units will be available for use and occupancy by very low-income households; 5 percent of the total units will be for low-income households; and 5 percent of the total units will be for moderate-income households. The applicant and City shall negotiate and establish the proportional allocation of the required affordable units based upon factors that include, but are not limited to, economic feasibility, market conditions, the applicant's goals and objectives for a particular project, and the Agency and City's goals and objectives, including but not limited to the Agency's Five Year Implementation Plan, the City's Housing Element, and providing a variety of housing at all levels of affordability.
- B. For residential units that are restricted for use and occupancy by very low-, low-, or moderate-income households, affordability covenants shall be established to ensure continued affordability for the minimum amount of time required by applicable law or by applicable funding program, or, if no minimum amount of time is required by applicable law or funding program, at least 45 years for owner-occupied units and at least 55 years for rental units.
- C. Rents for residential units that are restricted for use and occupancy by very low-, low-, or moderate-income households shall be set at an affordable rent as defined in California Health and Safety Code section 50053 or successor statute, as may be amended from time to time. Owner-occupied units that are restricted for use and occupancy by very low-, low-, and moderate-income households shall be available at an affordable cost as defined in California Health and Safety Code section 50052.5 or successor statute, as may be amended from time to time.
- D. If a redevelopment project removes or demolishes existing affordable units, the project shall be required to replace the affordable units at a one-to-one ratio. The replacement housing shall be located within the FTC Specific Plan Area.

- E. A project applicant may provide affordable housing by doing one of the following:
 - Integrating the affordable units and the market-rate units within each building proposed for construction (i.e. 15 percent of the units in each building would be designated as affordable units).
 - Developing a stand-alone affordable housing project located within the FTC Specific Plan boundary.

The City of Fullerton strongly encourages the integration of affordable and market rate units. However, the City recognizes that integrated projects may not be financially feasible due to existing tax credits and financing programs available for stand-alone affordable housing projects.

- F. The specific location, type, and affordability of the units will be determined through an Affordable Housing Agreement, the provisions of a Disposition and Development Agreement, and/or conditions of approval and other land use permits and entitlements issued by the City.

4.7.8 Density Bonuses

Background

The California Density Bonus Law (Sections 65915 through 65918 of the Government Code) requires cities and counties to grant developers density bonuses if the developer provides a minimum amount of affordable housing or senior housing (whether or not affordable). The density bonus ranges from 5 percent to 35 percent, based on the percentage of units that are available to very low, low, and moderate income households. To be eligible for a density bonus, the affordable units must be sold or rented at affordable prices or rents and

must remain affordable for a specified time period. Additional density bonuses are also available for land donations for affordable housing projects, condominium conversions that create affordable housing units, and housing projects that include day care facilities.

Under the California Density Bonus Law, developers may also request concessions and incentives, as defined therein. The number of concessions or incentives to which a developer may receive depends upon the percentage and income level of affordable units within a housing project. Cities and counties may deny requested concessions and incentives only if specific findings, set forth in the California Density Bonus Law, can be made.

In addition, cities and counties, at the request of the developer, must reduce the required parking for the entire project (market rate units and affordable units) to the following:

- One on-site parking space for studio and one-bedroom units.
- Two on-site parking spaces for two- to three-bedroom units
- Two and one-half on-site parking spaces for four or more bedroom units.

If the total number of parking spaces required for a development is other than a whole number, the number shall be rounded up to the next whole number. The above parking standard would include guest parking and handicap parking.

Purpose and Intent

The purpose and intent of this section is to:

City of Fullerton

- Encourage property owners to take advantage of the California Density Bonus Law to increase residential densities near the Fullerton Train Depot.
- Specify how the FTC Specific Plan complies with and implements the California Density Bonus Law.

Standards

- A. Section 4.7.7 of this Specific Plan requires that each project constructed or rehabilitated in whole or in part for a residential use must attempt, to the greatest extent possible, to include at least 15 percent of the residential units as affordable units restricted for use and occupancy by very low-, low-, or moderate-income households. By providing affordable units, the developer may request a density bonus in compliance with the California Density Bonus Law and this Specific Plan. The developer may elect to provide a higher percentage of affordable units (i.e., greater than 15 percent) to increase the allowed density bonus for a specific project.
- B. Density bonuses shall be calculated in accordance with the California Density Bonus Law as it exists at the time a project application is complete. As of the date of this Specific Plan, the California Density Bonus Law requires the density bonus to be calculated by applying one (and only one) of the following formulas:
- **Very Low Income Formula:** A 20 percent density bonus shall be granted if 5 percent of the allowed units are affordable to very low income households. For every additional 1.0 percent increase of very low income units, an additional 2.5 percent density bonus shall be granted. The maximum density bonus shall be 35 percent, which would occur when 11 percent of the allowed units are affordable to very low income households.
 - **Low Income Formula:** A 20 percent density bonus shall be granted if 10 percent of the allowed units are affordable to low income households. For every additional 1.0 percent increase of low income units, an additional 1.5 percent density bonus shall be granted. The maximum density bonus shall be 35 percent, which would occur when 20 percent of the allowed units are affordable to low income households.
 - **Moderate Income Formula:** The density bonus for moderate income housing only applies to condominium projects (ownership units only). A 5 percent density bonus shall be granted if 10 percent of the allowed units are affordable to moderate income households. For every additional 1.0 percent increase of moderate income units, an additional 1.0 percent density bonus shall be granted. The maximum density bonus shall be 35 percent, which could occur when 40 percent of the allowed units are affordable to moderate-income households.
 - **Senior Housing:** A 20 percent density bonus may be granted for a senior housing project. A senior housing project shall be defined by state law, California Civil Code Section 51.3 or successor statute, as may be amended from time to time, which in general means a residential development specifically designed for senior citizens, as defined by state law. A senior housing project does not have to include affordable units to be eligible to receive this 20 percent density bonus.

Example Calculations

Very Low Income Formula

In this example, 100 units are allowed on the property. If the developer designates 7 percent of the allowed units (7 units) as affordable to very low income households (VLIH), a 25 percent density bonus would be allowed per California Density Bonus Law:

20% density bonus if 5% of the allowed units are affordable to VLIH
 2.5% density bonus if additional 1% of allowed units are affordable to VLIH
+ 2.5% density bonus if additional 1% of allowed units are affordable to VLIH
25% density bonus if 7% of the allowed units are affordable to VLIH

This would result in the following development program:

125 Total Units: 100 allowed units X 1.25 (Density Bonus) = 125 Total Units

The 125 units would fit into the following affordability categories:

7 units would be affordable to very low income households
+ 118 units be market rate housing units
125 TOTAL UNITS

A total of 5.6 percent of the units constructed would be affordable units:

(7 VLIH units) = 5.6% of units are affordable
 125 Total Units

Low Income Formula

In this example, 100 units are allowed on the property. If the developer designates 20 percent of the allowed units (20 units) as affordable to low income households (LIH), a 35 percent density bonus would be allowed per California Density Bonus Law:

20% density bonus if 10% of the allowed units are affordable to LIH
 1.5% density bonus if additional 1% of allowed units are affordable to LIH
 1.5% density bonus if additional 1% of allowed units are affordable to LIH
 1.5% density bonus if additional 1% of allowed units are affordable to LIH
 1.5% density bonus if additional 1% of allowed units are affordable to LIH
 1.5% density bonus if additional 1% of allowed units are affordable to LIH
 1.5% density bonus if additional 1% of allowed units are affordable to LIH
 1.5% density bonus if additional 1% of allowed units are affordable to LIH
 1.5% density bonus if additional 1% of allowed units are affordable to LIH
+ 1.5% density bonus if additional 1% of allowed units are affordable to LIH
35% density bonus if 20% of the allowed units are affordable to LIH

This would result in the following development program:

135 Total Units: 100 allowed units X 1.35 (Density Bonus) = 135 Total Units

The 135 units would fit into the following affordability categories:

20 units would be affordable to low income households
+ 115 units be market rate housing units
135 TOTAL UNITS

A total of 14.8 percent of the units constructed would be affordable units:

20 LIH units = 14.8% of units are affordable
 135 Total Units

Example Calculation

Moderate Income Formula

In this example, 100 units are allowed on the property. If the developer designates 15 percent of the allowed units (15 units) as affordable to moderate income households (MIH), a 10 percent density bonus would be allowed per California Density Bonus Law:

5% density bonus if 10% of the allowed units are affordable to MIH
1.0% density bonus if additional 1% of allowed units are affordable to MIH
1.0% density bonus if additional 1% of allowed units are affordable to MIH
1.0% density bonus if additional 1% of allowed units are affordable to MIH
1.0% density bonus if additional 1% of allowed units are affordable to MIH
+ 1.0% density bonus if additional 1% of allowed units are affordable to MIH
10% density bonus if 15% of the allowed units are affordable to MIH

This would result in the following development program:

110 Total Units: 100 allowed units X 1.10 (Density Bonus) = 110 Total Units

The 110 units would fit into the following affordability categories:

15 units would be affordable to moderate income households
+ 95 units be market rate housing units
110 TOTAL UNITS

A total of 13.6 percent of the units constructed would be affordable units:

15 LIH units = 13.6% of units are affordable
110 Total Units

If a mix of very low, low, and moderate income housing is proposed, the developer has the right to select the formula that would achieve the highest density bonus. The formulas cannot be blended. Example calculations that show how the formulas work are provided on the following pages.

All density calculations resulting in fractional units shall be rounded down to the next whole number.

- C. In addition to the density bonuses provided in Standard B above, an additional density bonus may be granted for the provision of a child care facility, as defined in the State Density Bonus Law. The density bonus shall be an amount of square feet of residential space that is equal to the amount of square feet in the child care facility. The project applicant may request a density bonus in an amount of square feet that is greater than the amount of square feet in the child care facility, and the project applicant may propose the number of units accommodated by the additional square footage allowed by the density bonus for the child care facility, but the size and type of the additional units shall be consistent with the overall residential use project and shall be subject to final approval by the City.
- D. Under the California Density Bonus Law, additional density bonuses are allowed for land donations for affordable housing projects and condominium conversions that create affordable units. These density bonuses would not likely occur within the FTC Specific Plan Area. However, if a developer pursues a density bonus for a land donation or condominium conversion within the FTC Specific Plan, the provisions of the California Density Bonus Law shall apply.

E. The City of Fullerton Community Development Department shall amend the language within this section to reflect future changes to California Density Bonus Law.

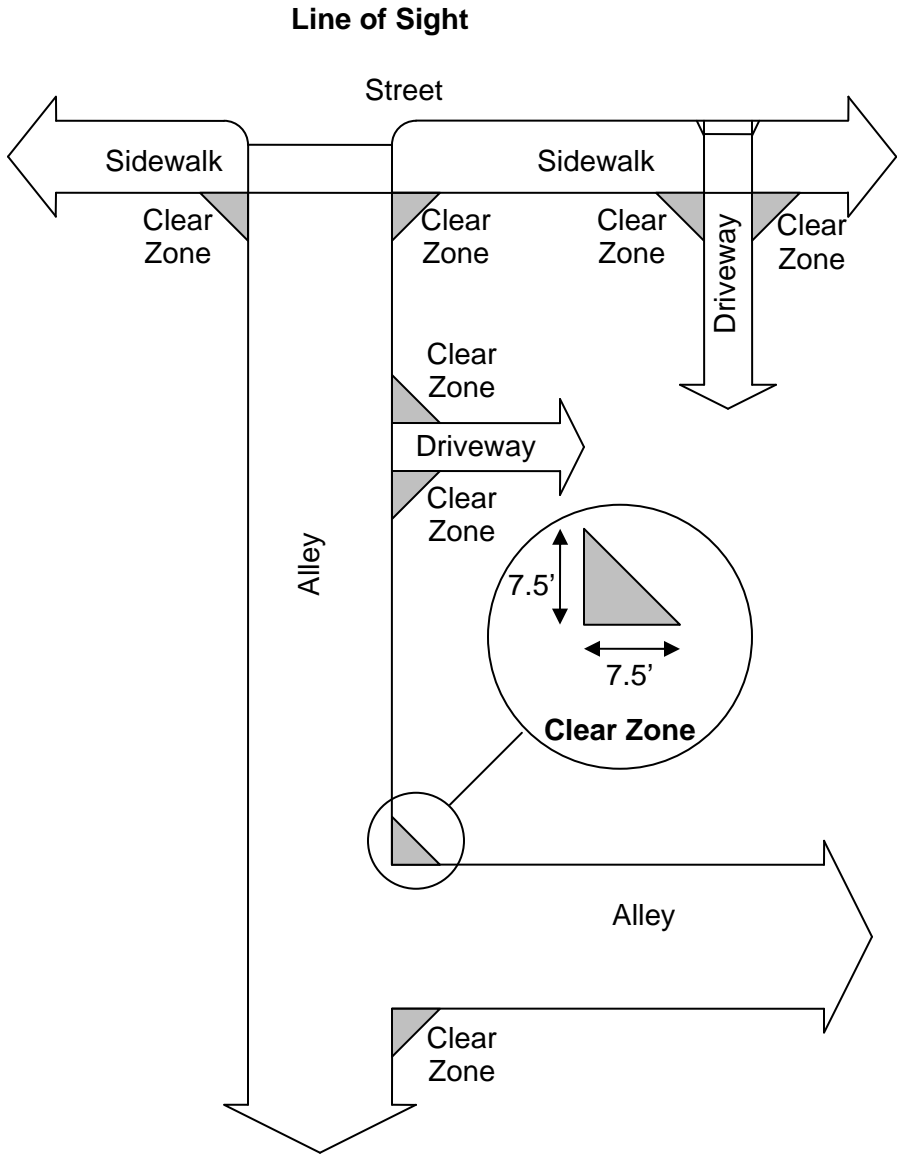
4.7.9 Line of Sight Standards for Driveways/Alleys

Purpose and Intent

The purpose and intent of this section is to require an adequate line of sight for drivers as they approach driveway and sidewalk intersections, alley and sidewalk intersections, and alley intersections

Standards

- A. Clear zones are required at driveway and sidewalk intersections, alley and sidewalk intersections, and alley intersections to provide an adequate line of sight for drivers as vehicles approach these intersections. The clear zone shall consist of an isosceles right triangle with 7.5' sides.
- B. The clear zone shall not be occupied by a ground floor building facade. Site and building features that are taller than three feet in height, including utilities, mechanical equipment, fences, and landscaping, are prohibited in the clear zone.
- C. The second floor of the building may extend over the clear zone.



4.7.10 Net-Zero Water Standards

Purpose and Intent

The purpose and intent of this section is to:

- Ensure that new development within the FTC Specific Plan has a net-zero impact on the City's existing water supplies.
- Ensure that new development does not diminish the availability of water for existing residents and businesses within Fullerton.
- Demonstrate the City's commitment to conserve water resources.
- Provide a framework for achieving net zero consumption, while recognizing that estimates of water offset requirements are imprecise due to assumptions of future water use and unknown factors related to household size, household characteristics, and tenant mix and operating procedures of businesses.

Standards

- A. All development within the FTC Specific Plan shall demonstrate the ability to have a "net-zero" impact on the City's existing water supply sources.
- B. To implement this standard, development within the FTC Specific Plan will achieve no impacts ("net zero") on the City's water supply. To implement this standard, development projects will need to fund water conservation projects in other locations in the City, participate in water conservation programs that directly benefit City residents, and/or obtain water from a completely new source of water. A development project in the FTC Specific Plan

could also participate in regional water conservation efforts and/or projects when it can be shown to achieve a direct and quantifiable affect on the City's water supply. Section 3.6.2 of the Specific Plan provides a variety of examples of how the net-zero standard can be achieved. In addition to these examples, the City recognizes that there are many other ways that the net-zero standard can be achieved. Therefore, the examples provided do not represent an exhaustive list of solutions that can be pursued to achieve the "net-zero" standard.

- C. The City of Fullerton Water System Manager and Director of Community Development shall approve all net-zero water solutions proposed by developers within the FTC Specific Plan. Prior to issuance of building permits, annual water utilization estimates for the existing site and the proposed project shall be submitted to the Water System Manager and Director of Community Development for review and approval. The annual water utilization of the proposed project minus the annual water utilization of the existing site shall determine the project's net increase of annual water use and the amount of water to be saved and/or obtained on an annual basis through the net zero solution. Prior to certification of occupancy, the applicant shall provide evidence to the Water System Manager and the Director of Community Development that the net zero solution has been implemented through completion of physical improvements and/or the payment of fees to implement approved improvements in the near term future.

4.7.11 Noise Standards

Purpose and Intent

The purpose and intent of this section is to establish appropriate interior and exterior noise levels for an urban environment adjacent to an existing rail corridor.

Standards

- A. All buildings shall be designed to achieve the applicable interior noise standards established by Title 24 of the California Code of Regulations, also known as the California Building Standards Code.
- B. Exterior noise levels for common open space that is required for residential projects shall comply with the normally acceptable or conditionally acceptable exterior noise exposure level standards established in the Fullerton General Plan. All other forms of exterior open space for residential uses, such as landscaped building setbacks, optional balconies, optional patios, or optional stoops, are not required to comply with the exterior noise exposure level standards of the General Plan.
- C. The North Neighborhood Park and South Neighborhood Park shall be designed to comply with the normally acceptable or conditionally acceptable exterior noise standards established in the Fullerton General Plan. An acoustical analysis for the park site shall be done prior to a park design being submitted for review, and mitigation measures, such as noise barriers (i.e., sound walls, berms, plexiglass) along the railroad corridor, park setback from the railroad corridor, or the placement of buildings between the park and the railroad corridor, may be required to achieve these standards.
- D. Streets, alleys, paseos, bus stops/stations, the Transit Courtyard, the Transit Plaza, the Rail Promenade, and the train station platforms are exempt from the community noise exposure level standards identified in the Fullerton General Plan. These spaces are designed for urban activities within close proximity to a rail corridor and a busy train station and bus depot.
- E. All commercial and civic activities, including but not limited to, outdoor dining and outdoor events and performances, shall comply with the following noise standards:
 - a. No person or group shall create any noise, or allow the creation of any noise, which exceeds the exterior noise levels established in this section.
 - b. The noise levels as shown in Table 4-1 shall apply at the project property line, or at 25 feet from the noise source, whichever is a greater distance.
 - c. A special event (approved pursuant to a permit) or City-sponsored community activities, such as New Years Eve celebrations, shall be exempt from the noise restrictions contained within section 4.7.11.

Table 4-1: Exterior Noise Levels (dBA) for a Period Not Exceeding (minutes/hour)

Time Period	30 min.	15 min.	5 min.	1 min.	0 (anytime)
7:00 a.m.--10:00 p.m.	65	70	75	80	85
10:00 p.m.--7:00 a.m. ^a	55	60	65	70	75
Fri-Sat 10:00 p.m.--12:00 a.m	65	70	75	80	85
Sat-Sun 12:00 a.m.--1:30 a.m	65	70	75	80	85

a – Except as allowed on Friday and Saturday nights and Saturday and Sunday mornings.

- F. Noise generated by any audio speaker or sound system in an area of mixed commercial and residential uses is generally considered ambient noise. However, such noise should not be readily discernable to persons within nearby commercial and residential buildings during normal business or residency hours, when the nearby commercial and residential building's doors and windows are closed. Should audio speakers and sound systems be shown to be readily discernable and a nuisance, the audio speaker or sound system shall be reduced in volume, or acoustically buffered by the party generating the noise.
- G. The noise level from heating, venting and air conditioning (HVAC) equipment shall not exceed fifty (50) dBA at the exterior wall of any residence.
- H. Unless otherwise identified herein, all properties and activities shall comply with the standards and regulations of Fullerton Municipal Code Section 15.90.050.

- I. Prior to the issuance of each occupancy permit for residential property adjacent to and within the line of sight of the railroad tracks, each property owner/developer shall demonstrate to the City Community Development Department how documents would inform residents that the property may be subject to potentially disturbing noise levels due to train pass-bys. This notification procedure shall include initial and subsequent residents.

4.7.12 Hazardous Material Remediation

Purpose and Intent

The purpose and intent of this section is to establish standards to ensure that hazardous materials in buildings and site soils are properly handled and remediated.

Standards

- A. As part of acquisition, development, and redevelopment of any property within the FTC Specific Plan area. the project applicant(s) shall implement all applicable recommendations provided in the Phase I Environmental Site Assessment, Fullerton Transportation Center, Fullerton, California (Kennedy/Jenks Consultants 2009), which is on file at the City of Fullerton. Not all recommendations are applicable to all properties. The project applicant(s) shall provide evidence to the City of Fullerton that the recommendations appropriate to that property have been implemented, and compliance with these recommendations shall then be verified by the City of Fullerton. Applicable recommendations may include the following:

- The preparation of Phase 1 Environmental Site Assessments (ESAs)
- The development and implementation of Site Assessments and Remediation Plans.
- The preparation of a soil management plan for projects involving sub-grade excavations.
- On-Going In-Situ Remedial Actions
- Pre-demolition surveys for asbestos-containing materials (ACM) and lead based paint (LBP).
- Requirements to include required ACM and LBP remediation protocols in contractor specifications.
- Testing potentially contaminated soils for polychlorinated biphenyls (PCBs)
- Implementing proper abatement and disposal protocols for PCB-impacted soils.

4.8 DEFINITIONS

Terms that are not defined in this section shall be defined as set forth by the Fullerton Municipal Code. Terms not defined in the Fullerton Municipal Code shall be defined by their commonly accepted meanings, as defined in a Webster's dictionary.

Above Ground Parking Level: A parking level that is located on and/or above the ground floor of the building.

Administrative Restaurant Use Permit (ARUP): A use permit as defined in chapter 15.71, Administrative Restaurant Use Permits, of the Fullerton Municipal Code.

Affordable Housing: The terms "affordable housing," "affordable housing project," "affordable housing development," "affordable units" and similar terms referring to affordable residences collectively mean either owner-occupied or rental residential housing that is restricted for use and occupancy by very low-, low-, and/or moderate-income households, per established Federal or State standards.

Alley: A roadway that generally accesses the rear and/or sides of buildings and properties. Alleys generally do not contain sidewalks and are primarily used for vehicular access to parking and loading/service areas. Alleys may function as a pedestrian thoroughfare, in addition to providing vehicular access.

Allowed (Use): A use that is permitted to occur in a specific building at a designated location.

Automated Parking (System): Mechanical systems that elevate or otherwise organize parked vehicles to maximize the use of space. Common automated parking systems include hydraulic lifts which allow for vehicles to be parked vertically.

Awning: A covered architectural projection that extends from the exterior wall of a building for the purpose of providing shade or shelter to the interior building space and pedestrians walking along an adjacent sidewalk or walkway.

Balcony: A platform that projects from an upper floor of a building.

Bar/Tavern/Night Club (Use): Any establishment where the primary sales come from alcohol. Such uses may serve food and non-alcoholic beverages and may charge for admission. Such establishments may be constructed adjacent to or in conjunction with a dining use.

Basement: A level of the building that is located underground, or partially underground. Basements that are used for parking are not counted as floors in terms of the maximum building height standards.

Bay Window: A window and related structure that extends outward from an exterior building wall and thereby forms an alcove in the adjoining interior space.

Bike Path: A Class I bikeway consisting of a path that is off-street for bicyclists. Bike paths may also permit pedestrians access.

Bike Route: A Class III bikeway consisting of striping and signage on a street alerting motorists and bicyclists to share the road.

BTZ: See “Build-to-Zone (BTZ)”.

Build-to-Zone (BTZ): A zone parallel to property lines adjacent to streets within which a front facade must be built.

Building Facade: See “Facade”.

California Density Bonus Law: California Government Code Sections 65915-65918 or successor statutes, as may be amended from time to time.

CEQA: Abbreviation for “California Environmental Quality Act”.

City: City of Fullerton.

Civic Space: An outdoor gathering area that is generally available to the public, such as the Transit Plaza, North and South Neighborhood Parks, Transit Courtyard, and paseos.

Common Open Space: An outdoor area located on private property that serves as common space for residents. Common open space may include courtyards, plazas, private paseos, and roof gardens. A yard setback between the street and the building is not considered common open space.

Conditional Use Permit (CUP): A use permit as defined in chapter 15.70, Conditional Use Permits, of the Fullerton Municipal Code.

Courtyard: A common outdoor area bounded on at least 3 sides by building facades.

Cultural/Religious/Public Assembly/Banquet Facilities (Use): Any establishment that is open to the general public or a group of members that involves gathering for religious, social, or cultural purposes. Such establishments may charge for use of their premise. Appropriate uses include museums, churches, clubs and lodges, and movie or performing arts theaters.

Density Bonus Housing Development: A project that includes in whole or in part a residential use for which an applicant requests a density bonus in accordance with this Specific Plan and California Density Bonus Law.

Design Speed: The maximum speed that a vehicle can be operated safely on a street in optimal driving conditions.

Dining (Use): Any establishment that prepares, serves, and/or sells food or beverages to the general public. A dining use is a restaurant, as defined by the Municipal Code.

Driveway: A paved surface on private property that is used for vehicular access between streets or alleys and parking areas, service/loading areas, and/or other areas to the rear or side of a building. Driveways generally do not contain sidewalks.

EIR: Abbreviation for “environmental impact report”.

Exception: a modification from a specific design standard within this Regulating Code. An Exception is similar to a Variance in that it grants relief from a specific development standard. However, a variance allows for relief from a standard based on unique circumstances related to physical property. Exceptions allow for relief from a specific development standard that may not be related to unique site circumstances (see Minor Exception and Major Exception).

Facade: A wall or series of walls that together make up a side of a building enclosure.

Floor: See “Story”.

Floor-to-Floor Height: The vertical distance between the top of the ground floor plate and the top of the floor plate on an upper level. On the top floor, where there is no floor above, the floor-to-floor height shall be measured from the top floor’s finished floor surface to the bottom of the roof surface.

Forecourt: An open area and/or building recession in front of a building’s entrance(s). Forecourts may create openings in the BTZ and may occur at block corners, where permitted.

Front: The facade that faces a street or civic space, such as Live-Work/Office Front, Residential Front, and Storefront.

Frontage: A particular segment of a street on which a facade of a building faces.

Frontage Element: An element projecting from or located adjacent to a building facade, such as an awning, balcony, bay window, planter, roof projection, sidewalk dining, stoop, and window shade.

FTC: Abbreviation for “Fullerton Transportation Center”.

Fullerton Transportation Center (FTC): The area described in Chapter 1, Introduction, and illustrated in Figure 1-2, Local Vicinity Map.

Fullerton Transportation Center Specific Plan: This Specific Plan, as may be amended from time to time.

Fullerton Transportation Center Specific Plan Area: The area described in Chapter 1, Introduction, and illustrated in Figure 1-2, Local Vicinity Map.

General Office (Use): Any establishment in which the primary activity is the provision of a service to client or customer. Unlike a service business, the client or customer does not need to go to the business to be served. Office uses include insurance agents, architecture and engineering firms, graphic design firms, advertising agencies, real estate offices, software engineering firms, and other similar uses as determined by the Director of Community Development. Secondary activity may include the sale of related merchandise to the general public.

Ground Floor: The first (closest to the finished site grade) habitable building floor of a building. Ground floors do not include parking levels.

HOA: Abbreviation for “homeowners’ association”.

Hydrozoning: A landscaping technique that groups plants with similar water demands in the same irrigation zone to minimize the use of irrigation water.

LEED: Abbreviation for “Leadership in Energy and Environmental Design”, which is a program of the United States Green Building Council (USGBC).

Live Entertainment (Use): any establishment that provides live entertainment, such as drama performances, live music, and comedy acts.

Live-Work (Use): An interior space that contains a publicly accessible work space that is connected to a private living space. The work space can be occupied by retail, service, and general office uses if the space is designed to meet applicable building code standards for the specific use. Dining uses may be permitted, and may be subject to the approval of an Administrative Restaurant Use Permit, Conditional Use Permit, and/or Outdoor Dining Encroachment Agreement (the types of permits would depend on the characteristics of the dining use). The work space can also be used for residential purposes. The two occupancies (living space and work space) must be designed with separate entrances and bathroom facilities. The two occupancies (living space and work space) must be physically separated in the form of a fire wall or floor/ceiling. Due to the nature of the expected work activities, handicap accessibility is required for the work space. Based on the types of working activities anticipated, floor loading standards and noise transmission between units are subject to quantitative performance standards per the building code. Limitations on work activities may be imposed by Covenants, Conditions, and Restrictions (CC&Rs), or similar, established through a property management company or homeowners’ association.

Live-Work/Office Front: A building front used primarily for live-work and office uses. Live-work/office fronts are generally located at grade with the sidewalk and are designed to highlight the interior use, but provide some privacy.

Lodging (Use): Any establishment that rents rooms for transient occupancy (with or without meals provided) to overnight guests for periods of thirty or fewer consecutive calendar days. Meals may or may not be provided. Lodging uses include hotels, motels, bed and breakfasts, and hostels. Lodging uses may include one apartment for use by the resident manager. Lodging does not include jails, hospitals, asylums, sanitariums, orphanages, prisons, detention homes, single-room occupancies, and similar buildings where human beings are housed or detained under legal restraint or for care or treatment. Lodging uses may include ancillary retail and service businesses, which provide a convenience to the traveling public, such as gift shops, restaurants, tour and/or travel agencies, and car rental services.

Lot: An area bound on all sides by property lines.

Lot Depth: The distance between the front property line and the rear property line. If the lot is not rectangular in shape, the lot depth shall be measured as the average distance between the front property line and rear property line.

Lot Width: The distance between the side (external and/or internal) property lines. If the lot is not rectangular in shape, the lot depth shall be measured as the average distance between the side property lines.

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Low-Income Households: “Lower income households” as defined in California Health and Safety Code Section 50079.5 or successor statute, as may be amended from time to time.

Major Exception: an exception granted by the Planning Commission if the following findings can be made:

- The Exception would not modify a quantitative standard in question by more than 20 percent. For example, if the base standard for a minimum setback is 5’, the maximum allowed exception for the minimum setback would be 4’ feet (a 20% reduction).
- The proposed design, with the granted exception, would meet the overall purpose and intent of this Regulating Code.
- The proposed building and site design features are of exceptional quality and warrant the approval of a project that would otherwise not be allowed by the FTC Specific Plan.
- The proposed Exception shall clearly demonstrate that the FTC Specific Plan goals and objectives (Chapter 2.4) are not being compromised despite the deviations from the standard.

(See Exception and Minor Exception)

Marquee Sign: A sign with changeable letters, which are usually used at theaters and entertainment venues.

Medical Office (Use): Any establishment where the affairs of a business or profession involving medical services, care or treatment are conducted. These businesses include medical doctors, dentists, chiropractors, orthodontists, acupuncture, physical therapists, and medical laboratories, and other similar

uses as determined by the Director of Community Development. As part of its operation, a medical office use may include a pharmacy on the premises. Medical office does not include hospitals, overnight care facilities, or medical marijuana dispensaries.

Mixed-Use (Building): A building that may be occupied with more than one building use (such as residential and retail).

Minor Exception: an exception granted by the Director of Community Development at his or her sole discretion if the following findings can be made:

- The exception would not modify a quantitative standard in question by more than 10 percent. For example, if the base standard for a height is 70 feet, the exception for maximum building height would not exceed 77 feet.
- The proposed design, with the granted exception, would meet the overall purpose and intent of this Regulating Code.
- The proposed Exception shall clearly demonstrate that the FTC Specific Plan goals and objectives (Section 2.4) are not being compromised despite the deviations from the standard.

(See Exception and Major Exception)

Moderate-Income Households: “Persons and families of moderate income” as defined in California Health and Safety Code Section 50093 or successor statute, as may be amended from time to time.

Municipal Code: The City of Fullerton Municipal Code.

North Neighborhood Park: A planned neighborhood park within the Specific Plan Area located north of the railroad corridor and east of Lemon Street.

OCTA: Abbreviation for “Orange County Transportation Authority”.

Outdoor Dining Encroachment Agreement (ODEA): An agreement between the City of Fullerton and restaurant owners regarding the terms and conditions of dining on public property.

Outdoor Dining (Use): Outdoor seating areas for dining uses, which may include tables and chairs for patrons.

Outdoor Dining Space: An outdoor space that is used by an adjacent restaurant for eating and drinking.

Paseo: A pedestrian-only outdoor corridor that is generally lined on either side with buildings that have shops, residential lobbies, restaurants and cafes, or entertainment uses on the ground floor.

Permitted with Conditions (Use): a land use that is not allowed by right within a zoning district, but could be allowed based on property characteristics, adjacent uses, the merits of the proposal, and conditions that may be applied to reduce potential impacts.

PL: See “Property Line (PL)”.

Planning Commission: The City of Fullerton Planning Commission.

Planter: A raised container used for landscaping.

Podium Parking Level: A parking level that is located below the ground floor of a building elevated above the grade of the site.

Property Line (PL): A legal boundary defining a lot (parcel). Each lot generally contains a minimum of 3 property lines (such as a front, external side, and rear property line).

Public Parking Structure: A parking structure that is available for public parking. Portions of this structure may be used for private parking, such as an underground level that has a controlled entrance.

Redevelopment Agency: The Fullerton Redevelopment Agency.

Regulating Code: Chapter 4 of the FTC Specific Plan, which is a zoning code that emphasizes the form and location of buildings over the use of buildings, unlike conventional “Euclidean” zoning codes, which emphasize land use controls rather than site and building design.

Regulating Plan: A plan or map that designates how site design and building form standards are applied to specific development sites.

Residential (Use): A use that accommodates living space, but does not include hotels, motels, or other similar transient housing. Residential uses include dwelling units that are independently rented or sold (such as apartments or condominiums).

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Residential Front: A building front used primarily for residential uses. Residential fronts are often elevated above the sidewalk and are designed to provide a sense of privacy.

Residential Sales/Leasing (Use): Any establishment associated with a residential development that is used to sell or lease residential units to prospective residents. Such establishments may be located within the residential development or in another location.

Retail Sales (Use): Any establishment in which the primary activity is the sale of merchandise to the general public. Retail sales uses include apparel stores, grocery stores, appliance stores, record stores, electronic stores, gift shops, flower shops, pet shop, pharmacies, and other similar uses as determined by the Director of Community Development. Retail sales uses do not include wholesale uses (businesses in which the primary activity is the sale of merchandise to commercial businesses), and dining uses.

Roof Projection: A portion of the roof that extends past the building facade.

Setback: An area in which buildings shall not occur.

Service (Use): Any establishment in which the primary activity is the provision of a service to client or customer. Unlike an office business, the client or customer generally goes to the service business to receive the service. Service uses include childcare, senior daycare, barber shops, salons, copy shops, martial arts studios, tutoring and education centers, exercise studios, dance studios, massage parlors, automated teller machines, and other similar uses as determined by the Director of Community Development. Secondary activity may

include the sale of related merchandise to the general public. Service uses do not include dining uses, restaurants, bars, taverns, or nightclubs.

Sidewalk Dining: A dining area located adjacent to a building facade on a sidewalk.

Slope (Roof): A measurement of the rise (vertical elevation) and run (horizontal elevation) of the roof. Slope is expressed as rise:run (such as 5:12).

South Neighborhood Park: A neighborhood park located south of the railroad corridor. This park space may be constructed in multiple locations as multiple parks.

Specific Plan: A legal zoning document that provides specific regulations for an area within the City. Specific plan requirements and guidelines are set forth by the State of California Legislature and Governor's Office of Planning and Research.

Specific Plan Area: The land, including public and private properties, located within the boundaries as mapped on Figure 1-2 of this Specific Plan.

Stoop: A raised landing or platform in front of a building entrance that is accessed by stairs and which may or may not be covered by a roof.

Storefront: A building front used primarily for retail and dining uses. Storefronts are designed to highlight the interior uses and provide views onto the sidewalk from within.

Story: Enclosed building space (building levels) that is bounded by walls, floors, and ceilings. Levels for parking do not count as a story; however, any adjacent building space will count as a story or multiple stories. Basements that are not intended for habitable use, such as underground parking or storage, shall not be considered a story.

Street: A roadway (excluding an alley) that is designed with sidewalks and travel lanes, and may include space for bicycle lanes, parking, and transit stops. Unlike alleys, streets generally slope down from the center and include curbs and gutters on both sides of the roadway.

Surface Parking Lot: Parking spaces that are not covered by a building, enclosed by walls, or located on a parking level. Surface parking lots may include landscaped areas, bicycle parking, loading/service areas, and other similar features.

Tower: A vertical building projection that contains one or more additional story.

Town Architect: An architect or architectural engineering firm hired or employed by the City to review and recommend approval of development projects in the FTC Specific Plan Area. The Town Architect is selected by the City's Redevelopment Design Review Committee based on a public interview process. The Town Architect shall be contracted staff and permit processing fees shall be collected to reimburse the cost associated with the Town Architect review.

Transit Courtyard: A courtyard (civic space) located on both public and private property between Harbor Boulevard and the Transit Plaza, south of Santa Fe Avenue.

Transit Plaza: A plaza (civic space) located within the right-of-way between the Fullerton Train Depot and Santa Fe Avenue.

Underground Parking Level: A parking level that is located below the ground floor of the building.

Upper Floor: A floor that is above the ground floor.

USGBC: Abbreviation for "United States Green Building Council".

Very Low-Income Households: "Very low income households" as defined in California Health and Safety Code Section 50105 or successor statute, as may be amended from time to time.

Window Shade: A projection above or to the side of a window that is designed to provide shade to the interior space and help articulate the building facade.

Zoning Ordinance: Title 15 of the Fullerton Municipal Code.

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4-182 Regulating Code

CHAPTER 5: IMPLEMENTATION AND ADMINISTRATION

The FTC Specific Plan proposes a revitalization of the Specific Plan Area that will be a multi-year effort. Projected buildout is planned to be completed by 2020. Because the future is difficult to predict, the FTC Specific Plan will be dependent on and responsive to prevailing market conditions, making it challenging to forecast the exact timing and extent of future anticipated buildout. This chapter establishes the procedural requirements for projects within the FTC Specific Plan Area. Implementation measures are also identified.

5.1 ADMINISTRATION

5.1.1 Adoption

The FTC Specific Plan shall be adopted by ordinance, in accordance with the provisions of Chapters 15.21 and 15.72 of the Fullerton Municipal Code and state law.

5.1.2 Specific Plan Consistency, Modifications and Amendments

Minor modifications to the FTC Specific Plan shall not require a Specific Plan Amendment. Such modifications shall be subject to a “substantial conformance” determination, an administrative mechanism by which minor modifications to the Specific Plan (which do not result in significant impacts and are consistent with the spirit and intent of the Specific Plan) shall be permitted without a formal amendment process.

The Director of Community Development shall make determinations of substantial conformance.

Substantial Conformance and Minor Modifications

In the review of proposals involving the development of existing land, it is recognized that existing site conditions may constrain the extent to which the development standards and guidelines set forth in this Specific Plan can be met. Acceptable modifications for existing development are noted in their respective sections.

Minor modifications that meet the previously detailed “substantial conformance” determination may include, but are not limited to, modifications necessary to comply with Final Conditions of Approval or modifications affecting infrastructure, phasing, landscape guidelines, architectural guidelines, lighting guidelines, signage guidelines, and other issues, except those affecting development regulations. Ambiguities and grammatical and spelling mistakes may be clarified as determined appropriate by the Director of Community Development without a Specific Plan amendment.

The following minor modifications to the FTC Specific Plan shall not require a Specific Plan Amendment, and shall be subject to the “substantial conformance” determination procedure previously set forth:

- Change in utility and/or public service provider or location.
- Change in internal drive alignment, width, or improvements that do not conflict with a standard or condition of approval.

- Minor changes to landscape materials, entry design, and streetscape design which are consistent with the design criteria set forth in Chapter 4, Regulating Code.
- Minor changes to the architectural or landscape design guidance or standards, which are intended to be flexible in implementation.
- Modification of any design element in this Specific Plan that improves circulation, reduces grading, improves drainage, or improves infrastructure.
- Changes in project phasing that do not create any new significant environmental impact and are consistent with the intent of the Specific Plan Environmental Impact Report mitigation measures.

This list of minor modifications is not inconclusive. Any minor modification that is deemed less than significant by the Director of Community Development and in substantial conformance with the purpose and intent of this Specific Plan may be permitted. Any permitted minor modification approved by the Director of Community Development shall be filed with the City Clerk by the applicant seeking the minor modification, and any applicable fee to process a minor modification shall be paid upon filing the request for a minor modification. Any modification approved by the Director of Community Development shall be kept on file with the Community Development Department. Any requested made by an applicant seeking a minor modification shall be filed with the Community Development Department, and shall include all applicable fees required to process the minor modification.

Specific Plan Amendments

Development proposals that do not meet the Specific Plan consistency requirements previously set forth, or that are not found to be in substantial conformance with this Specific Plan, shall require a Specific Plan Amendment. Future applicants may request amendments to the FTC Specific Plan at any time pursuant to Section 65453(a) of the California Government Code and Chapters 15.21 and 15.72 of the Fullerton Municipal Code.

An amendment to this Specific Plan will require review and approval by the Planning Commission and City Council. Such amendments are governed by California Government Code Section 65000 et seq, and require an application and fee to be submitted to the City of Fullerton Planning Department, stating in detail the reasons for the proposed amendment.

In the event the proposed amendment requires supplemental environmental analysis pursuant to the California Environmental Quality Act (CEQA), the project proponent(s) will be responsible for funding the preparation of additional CEQA documentation.

Appeals

An appeal from any determination, decision, or requirement of City Staff or the Planning Commission shall be made in conformance to the appeal procedures established by the Fullerton Municipal Code, or as otherwise established by this Specific Plan.

5.2 SPECIFIC PLAN EIR AND MITIGATION MONITORING

Pursuant to Public Resources Code (PRC) Section 21081.6, a summary of conditions of project approval shall be prepared to mitigate or avoid significant effects on the environment. An approved Mitigation Monitoring Program shall ensure that the project and all future development within the Specific Plan Area comply with all applicable environmental mitigation and permit requirements. The final approved Mitigation Monitoring program shall be attached as an appendix to this Specific Plan upon EIR certification.

5.3 IMPLEMENTATION

The FTC Specific Plan is implemented through City approval of development plan review, use permits, and subdivision mapping. All development proposals shall be subject to the review procedures established within this document and the Fullerton Municipal Code. Implementation of the FTC Specific Plan development regulations is intended to encourage the most appropriate use of the land, ensure the highest quality of development, and protect the public health, safety, and general welfare.

5.3.1 General Plan and Zoning Amendments

Before site planning and construction actions of this Specific Plan can commence, the following actions are required:

- **General Plan Amendment:** The General Plan will be amended to change the General Plan Land Use designation of the FTC Specific Plan Area to “Fullerton

Transportation Center Specific Plan”. The creation of this new General Plan designation is necessary to expand on the unique opportunities and activities identified in the FTC focus area, and to provide appropriate recognition of the FTC Specific Plan’s role in meeting the housing, employment, and lifestyle needs of Fullerton’s future.

- **Zoning Ordinance/Map Change:** The City of Fullerton Zoning Ordinance and Zoning Map will need to be amended to implement the FTC Specific Plan. The Fullerton Zoning Map will be amended to classify the properties within the FTP Specific Plan boundary as a “Specific Plan District (SPD)” zone, pursuant to the Municipal Code Section 15.21.030, and thereafter the FTC Specific Plan and its Regulating Code shall serve as the zoning, development, and design standards for all projects within the FTC Specific Plan Area.

Because the FTC Specific Plan contains detailed design criteria, a specific design review process, specific land use standards, and standards that preserve historic structures, all properties within the FTC Specific Plan shall be removed from the Central Business District (CBD) and Restaurant Overlay District (ROD).

5.3.2 Reimbursement Fees

Section 65456 of the California Government Code allows cities and counties, after adopting a specific plan, to impose cost recovery fees upon proposals and development projects associated with the specific plan. Fees may defray, but not exceed, the cost of preparation, adoption, and administration of the specific plan and associated technical documents, plans and studies. A cost recovery ordinance to establish

reimbursement fees, to be applied to the development of properties within the FTC Specific Plan Area, may be adopted by the City Council.

5.3.3 Specific Plan Phasing

Future development and redevelopment in the FTC Specific Plan Area will occur over a multiple-year timeline. The land use concept and associated improvements necessary are assumed to span 10 years. Therefore, future development and/or redevelopment in the Specific Plan Area will be responsive to prevailing market conditions at the time of actual development, which makes forecasts of the timing and extent of future conditions challenging. However, phasing for the project shall be done in two primary phases. Phasing is described in Chapter 3, Development Plan.

5.3.4 Affordable Housing Program

The details of the affordable housing program are provided in Section 4.7.7 (Affordable Housing) and 4.7.8 (Density Bonuses). The affordable housing program shall be implemented through an Affordable Housing Agreement, the provisions of a Disposition and Development Agreement (if applicable), and/or affordability covenants for each development application.

5.3.5 Design Review Application

The details of the design review process, which may include the submittal of a Historic Compatibility Analysis and Preliminary LEED Checklist, are described in Section 4.1.2 of this Specific Plan.

5.3.6 Use Permit

Conditional use permits and administrative restaurant use permits shall be required for land use classifications typically having unusual site development features or operating characteristics requiring special consideration so that they may be designed, located, and operated compatibly with uses on adjoining properties and in the surrounding area. Conditional use permits shall be granted in accordance with procedures outlined in Chapter 15.70 of the Municipal Code before a conditionally permitted use can be allowed within the Specific Plan Area. Administrative restaurant use permits shall be granted in accordance with procedures outlined in Chapter 15.71 of the Municipal Code before a conditionally permitted use can be allowed within the Specific Plan Area.

5.3.7 Subdivision Mapping

In the event that subdivision mapping procedures are proposed or needed within the FTC Specific Plan Area, all subdivision mapping procedures shall be completed in accordance with Title 16 of the Fullerton Municipal Code.

5.3.8 Net Zero Water

Development within the FTC Specific Plan will achieve no impacts (“net zero”) on the City’s water supply. To implement this standard, development projects will need to fund water conservation projects in other locations in the City, participate in water conservation programs that directly benefit City residents, and/or obtain water from a completely new source of water. A development project in the FTC Specific Plan could also participate in regional water conservation efforts and/or projects when it can be shown to achieve a direct and

quantifiable affect on the City's water supply. Section 3.6.2 of the Specific Plan provides a variety of examples of how the net-zero standard can be achieved. In addition to these examples, the City recognizes that there are many other ways that the net-zero standard can be achieved. Therefore, the examples provided do not represent an exhaustive list of solutions that can be pursued to achieve the "net-zero" standard.

The City of Fullerton Water System Manager and Director of Community Development shall approve all net-zero water solutions proposed by developers within the FTC Specific Plan. Prior to issuance of building permits, annual water utilization estimates for the existing site and the proposed project shall be submitted to the Water System Manager and Director of Community Development for review and approval. The annual water utilization of the proposed project minus the annual water utilization of the existing site shall determine the project's net increase of annual water use and the amount of water to be saved and/or obtained on an annual basis through the net zero solution. Prior to certification of occupancy, the applicant shall provide evidence to the Water System Manager and the Director of Community Development that the net zero solution has been implemented through completion of physical improvements and/or the payment of fees to implement approved improvements in the near term future.

5.3.9 Maintenance and Operation

The maintenance of public streetscape furniture and amenities, privately-owned civic spaces, and privately owned alleys will be funded through a combination of homeowners' association fees, business improvement and/or landscaping

and lighting district assessments, paid parkig revenues, and/or other property assessments.

Private driveways, alleys, walkways, common open spaces, and other facilities on private properties shall be maintained and operated by the property owner, business owner, tenant, and/or association, such as a homeowner's association.

Maintenance and operation functions within the FTC Specific Plan Area may, at the City's discretion, be performed by City staff, and such services may be reimbursed from special assessments, fees, or other charges, in accordance with applicable law.

5.3.10 Financing Implementation

Implementation of financing for the maintenance and operations of the facilities previously discussed may require the execution of several elements, including a development agreement, homeowners' association, business improvement district, landscaping and lighting district, and/or some other financing mechanism. Development agreements shall specify the terms and timing of these elements and shall be set in place prior to the sale of the property to a developer. Homeowners' associations shall be established prior to the sale of individual units. Business improvement districts and landscaping and lighting districts may be established before and after the construction and sale of new units. These mechanisms are encouraged to be established as soon as feasible.

5.3.11 Implementation Strategy

Table 5-1, Specific Plan Implementation Strategy, provides an implementation strategy for the FTC Specific Plan. It identifies the major steps required to implement the project. It defines the “who, what, when, where, why, and how” of plan implementation. The Implementation Strategy is advisory, and may be subject to frequent revisions. The strategy is not intended, nor shall it be construed, to be a regulatory schedule or commitment on behalf of the City, Agency or other party. Any change to the strategy, as contained in Table 5-1, shall not require, or be presumed to require, an amendment or other procedural obligation on behalf of the parties involved.

The following terms abbreviations are used in the Implementation Strategy:

- Redevelopment: Economic and Redevelopment Department
- Planning: Planning Division of the Community Development Department
- FTC Specific Plan Team: City of Fullerton Staff, RBF Consulting’s Urban Design Studio, FTC Acquisitions LLC, Johnson Fain, Rios Clementi Hall Studios, BonTerra Consulting.
- USGBC: United States Green Building Council
- LEED: Leadership in Energy and Environmental Design
- OCTA: Orange County Transportation Authority

Any updates to the Implementation Strategy, as shown in Table 5-1, may be received by contacting the Fullerton Community Development Department.

Table 5-1: Specific Plan Implementation Strategy (Advisory Schedule – Subject to Change)					
Prepare for Specific Plan Implementation					
Who	What	When	Where	Why	How
FTC Specific Plan Team, Planning Commission, Public	Public Review Meetings	3 rd Quarter 2010	City Hall	Incorporate public concerns and comments into the document	Public meeting process
Planning	Prepare General Plan Map Amendments	3 rd Quarter 2010	NA	Comply with State Planning Law	Prepare amendments
Planning	Prepare Zoning Ordinance and Map Amendments	3 rd Quarter 2010	NA	Comply with State Planning Law	Prepare amendments
FTC Specific Plan Team	Prepare Statement of Overriding Considerations for CEQA (if necessary)	3 rd Quarter 2010	NA	Comply with CEQA	Prepare documents
FTC Specific Plan Team, Planning Commission, Public	Planning Commission Hearing(s) to recommend adoption of Specific Plan and certification of EIR/Statement of Overriding Considerations	4 th Quarter 2010	City Hall	Comply with State Planning Law	Public meeting process
FTC Specific Plan Team, Planning Commission, Public	City Council Hearing(s) to adopt Specific Plan and certify the EIR/Statement of Overriding Considerations	4 th Quarter 2010	City Hall	Comply with State Planning Law	Public meeting Process
FTC Specific Plan Team	Prepare Final Specific Plan based on Council's direction for revisions (if necessary)	4 th Quarter 2010	City Hall	Comply with State Planning Law	Prepare documents
Planning/FTC Specific Plan Team	Prepare Mitigation Monitoring and Reporting Program	4 th Quarter 2010	NA	Comply with CEQA and provide clear mitigation direction to developers and staff	Prepare documents
Planning	File Notice of Determination	4 th Quarter 2010	NA	Comply with State Planning Law	Prepare and file documents

**Table 5-1: Specific Plan Implementation Strategy
(Advisory Schedule – Subject to Change)**

Prepare for Specific Plan Implementation					
Who	What	When	Where	Why	How
Planning	Print Final FTC Specific Plan and Specific Plan EIR and post PDFs of the documents on City's web site for public access	4 th Quarter 2010	NA	Provide public access to the FTC Specific Plan	Print and bind documents and post PDFs
Redevelopment	Negotiate with BNSF Railway to acquire right-of-way or easement from railroad for the Rail Promenade (Bike Path). If right-of-way or an easement cannot be acquired, the FTC Parking Structure will need to be designed with a rear setback of at least 12' to accommodate the Rail Promenade.	4 th Quarter 2010	NA	To connect the properties East of Lemon Street to the Transit Depot Train Platforms	Negotiations with railroad
Redevelopment/Phase I Developers/Property Owners	Seek government grants and funding sources for Phase I improvements	4 th Quarter 2010	NA	To improve the financial feasibility of the Phase I development and to take advantage of available funding for sustainable and transit-oriented developments	Review available funding sources and prepared and submit grant applications
Planning/ Redevelopment/ USGBC	Certify the FTC Specific Plan as a LEED Neighborhood Development	4 th Quarter 2010	NA	Promote the FTC Specific Plan as a sustainable community and to improve the marketability of future developments	Prepare and submit LEED checklist and application forms
Parks and Recreation/ Redevelopment/Planning/ Committee/OCTA	Prepare final design plan for Transit Plaza	4 th Quarter 2010	NA	Provide support	Public process led by Parks and Recreation

Table 5-1: Specific Plan Implementation Strategy (Advisory Schedule – Subject to Change)					
Prepare for Specific Plan Implementation					
Who	What	When	Where	Why	How
Planning/Redevelopment/ City Council	Solicit interest (RFQ) for Town Architect, interview Town Architect, and hire Town Architect(s)	4 th Quarter 2010	NA	Implement design review process for FTC Specific Plan Area	Request for Proposals, proposal review, public interviews, and Contract Negotiation

Table 5-1: Specific Plan Implementation Strategy (Advisory Schedule – Subject to Change)					
Phase I Developments					
Who	What	When	Where	Why	How
Redevelopment/ Phase I Developers/ Property Owners	Purchase Phase I properties that are privately owned or negotiate public-private partnerships to include property owners in Phase I development team	4 th Quarter 2010	NA	Create a well coordinated development plan for Phase I	Negotiation process
Redevelopment Agency/Redevelopment/ Phase I Developers/ Property Owners	Prepare and execute Disposition and Development Agreements (DDA) between Redevelopment Agency and Phase I Developers/Property Owners	4 th Quarter 2010	NA	Create a well coordinated development plan for Phase I	Negotiation process
Redevelopment Agency/Redevelopment/ Phase I Developers/ Property Owners	Develop a long-term financing strategy for the maintenance of streetscape furniture and amenities and civic spaces. Financing methods may include homeowners’ association fees, business improvement districts, landscaping and lighting district assessments, and/or other property assessments.	4 th Quarter 2010	NA	Ensure that development does not create a negative fiscal burden on the City of Fullerton and to establish long-term financing to maintain the amenities and civic spaces within the FTC Specific Plan Area.	Negotiation Process and Terms of DDA

**Table 5-1: Specific Plan Implementation Strategy
(Advisory Schedule – Subject to Change)**

Phase I Developments					
Who	What	When	Where	Why	How
Redevelopment/Planning Phase I Developers/ Property Owners	Maintain public property and/or easements for street and alley improvements, the Phase I Civic Spaces (Transit Plaza, Transit Courtyard, Paseos A, B, C, and D), and the Rail Promenade (if necessary)	4 th Quarter 2010	NA	Ensure implementation of the Specific Plan	Terms of DDA and Phase I Subdivision Tract Map(s)
Phase I Developers/ Property Owners	Prepare development application for Phase I, including site plans, floor plans, elevations, phasing program for the replacement and provision of public parking during construction, mitigation monitoring program items, APE, and LEED Checklist	2011	NA	Ensure implementation of the Specific Plan and the provision of adequate parking during Phase I construction	Prepare detail plans and strategies
Planning/Town Architect/ Redevelopment/Other City Departments	Review and process Phase I development application	2011	NA	Process and approve Phase I Developments	City review process
Planning/ Redevelopment/ Phase I Developers/ Property Owners/Planning Commission/ City Council	Phase I Public Hearings (if necessary)	2011	NA	Process and approve Phase I Developments	City public Hearing Process
Phase I Developers/ Property Owners	Prepare applications for demolition, grading, and building permits	2011	NA	Ensure implementation of the Specific Plan and the provision of adequate parking during Phase I construction	Prepare and submit applications and required maps and improvement plans
Various City Departments	Review and process permit applications and plans	2011	NA	Process and approve Phase I Developments	City review process

Table 5-1: Specific Plan Implementation Strategy (Advisory Schedule – Subject to Change)					
Phase I Developments					
Who	What	When	Where	Why	How
Phase I Developers/ Property Owners	Construct FTC Parking Structure, which includes the OCTA Bus Depot and Rail Promenade west of Lemon Street, as initial Phase I project. The mixed-use and/or residential buildings that wrap the structure may be constructed at this time or during a later phase	2012	NA	Provide public parking for the future redevelopment of City parking lots and structures	Construct Project
Phase I Developers/ Property Owners	Construct remaining mixed-use developments, paseos, Transit Courtyard, and required infrastructure, street, and alley improvements within Phase I	2012 to 2015	NA	Implement Phase I of the Specific Plan	Construct Projects

Table 5-1: Specific Plan Implementation Strategy (Advisory Schedule – Subject to Change)					
Phase II Developments (North of railroad corridor and east of Lemon Street)					
Who	What	When	Where	Why	How
Redevelopment/Fire Department/ City Council/Phase II Developers	Construct a new Fire Station and Headquarters or temporary facility near the FTC Specific Plan, and relocate Fire Station 1. This will require the City to acquire/secure property and prepare a CEQA document for the project.	2010 to 2015	NA	Allow for the redevelopment of the Fire Department Property and to accommodate the North Neighborhood Park and Paseos	Capital Improvement Program/DDA Implementation

**Table 5-1: Specific Plan Implementation Strategy
(Advisory Schedule – Subject to Change)**

Phase II Developments (North of railroad corridor and east of Lemon Street)					
Who	What	When	Where	Why	How
Redevelopment/ Developers/ Property Owners	Purchase properties that are privately owned or negotiate public-private partnerships to include property owners in development team. Some property owners may not want to participate in a public-private partnership, so a phased strategy may need to be developed.	2015 to 2020	NA	Create a well coordinated development plan	Negotiation process
Redevelopment Agency/Redevelopment/ Developers/ Property Owners	Prepare and execute Disposition and Development Agreements (DDA) between Redevelopment Agency Developers/Property Owners	2015 to 2020	NA	Create a well coordinated development plan	Negotiation process
Redevelopment Agency/Redevelopment/ Developers/ Property Owners	Develop a long-term financing strategy for the maintenance of streetscape furniture and amenities and civic spaces. Financing methods may include homeowners' association fees, business improvement districts, landscaping and lighting district assessments, and/or other property assessments.	2015 to 2020	NA	Ensure that development does not create a negative fiscal burden on the City of Fullerton and to establish long-term financing to maintain the amenities and civic spaces within the FTC Specific Plan Area.	Negotiation Process and Terms of DDA
Redevelopment/Planning Developers/ Property Owners	Maintain and/or obtain public property and/or easements for street and alley improvements, the North Neighborhood Park, Paseo D, and the Rail Promenade (Bike Path)	2015 to 2020	NA	Ensure implementation of the Specific Plan	Terms of DDA and Subdivision Tract Map(s), using land transfers from the Fire Department property to private property owners in exchange for park land/easements

Table 5-1: Specific Plan Implementation Strategy (Advisory Schedule – Subject to Change)					
Phase II Developments (North of railroad corridor and east of Lemon Street)					
Who	What	When	Where	Why	How
Developers/ Property Owners	Prepare development applications, including site plans, floor plans, elevations, phasing program, mitigation monitoring program items, APE, and LEED Checklist	2015 to 2020	NA	Ensure implementation of the Specific Plan and the provision of adequate parking during construction	Prepare detail plans and strategies
Planning/Town Architect/ Redevelopment/other City Departments	Review and process development application	2015 to 2020	NA	Process and approve Developments	City review process
Planning/ Redevelopment/ Developers/ Property Owners/Planning Commission/ City Council	Public Hearings (if necessary)	2015 to 2020	NA	Process and approve Developments	City public Hearing Process
Developers/ Property Owners	Prepare applications for demolition, grading, and building permits	2015 to 2020	NA	Ensure implementation of the Specific Plan and the provision of adequate parking during construction	Prepare and submit applications and required maps and improvement plans
Various City Departments	Review and process permit applications and plans	2015 to 2020	NA	Process and approve Developments	City review process
Developers/ Property Owners	Construct mixed-use and/or residential developments, infrastructure improvements, alleys, and streetscape improvements, and civic spaces (North Neighborhood Park, Paseo D, and Rail Promenade Bike Path)	2015 to 2020	NA	Implement Specific Plan	Construct Project

**Table 5-1: Specific Plan Implementation Strategy
(Advisory Schedule – Subject to Change)**

Phase II Developments (South of railroad corridor and east of Walnut Way)					
Who	What	When	Where	Why	How
Redevelopment/ Developers/ Property Owners	Negotiate public-private partnerships to include all property owners in development team. Some property owners may not want to participate in a public-private partnership, so a phased strategy may need to be developed.	2015 to 2020	NA	Create a well coordinated development plan	Negotiation process
Redevelopment Agency/Redevelopment/ Developers/ Property Owners	Prepare and execute Disposition and Development Agreements (DDA) between Redevelopment Agency Developers/Property Owners as applies	2015 to 2020	NA	Create a well coordinated development plan	Negotiation process
Redevelopment Agency/Redevelopment/ Developers/ Property Owners	Develop a long-term financing strategy for the maintenance of streetscape furniture and amenities and civic spaces. Financing methods may include homeowners’ association fees, business improvement districts, landscaping and lighting district assessments, and/or other property assessments.	2015 to 2020	NA	Ensure that development does not create a negative fiscal burden on the City of Fullerton and to establish long-term financing to maintain the amenities and civic spaces within the FTC Specific Plan Area.	Negotiation Process and Terms of DDA
Redevelopment/Planning Developers/ Property Owners	Maintain and/or obtain public property and/or easements for street and alley improvements and the South Neighborhood Park(s)	2015 to 2020	NA	Ensure implementation of the Specific Plan	Terms of DDA and Subdivision Tract Map(s), using land transfers from the City-owned properties (located to the north of the South Alley) to the private property owners in exchange for park land/easements.

Table 5-1: Specific Plan Implementation Strategy (Advisory Schedule – Subject to Change)					
Phase II Developments (South of railroad corridor and east of Walnut Way)					
Who	What	When	Where	Why	How
Developers/ Property Owners	Prepare development applications, including site plans, floor plans, elevations, phasing program for the replacement and provision of public parking during construction, mitigation monitoring program items, APE, and LEED ND Checklist	2015 to 2020	NA	Ensure implementation of the Specific Plan and the provision of adequate parking during construction	Prepare detail plans and strategies
Planning/Town Architect/ Redevelopment/other City Departments	Review and process development application	2015 to 2020	NA	Process and approve Developments	City review process
Planning/ Redevelopment/ Developers/ Property Owners/Planning Commission/ City Council	Public Hearings (if necessary)	2015 to 2020	NA	Process and approve Developments	City public Hearing Process
Developers/ Property Owners	Prepare applications for demolition, grading, and building permits	2015 to 2020	NA	Ensure implementation of the Specific Plan and the provision of adequate parking during construction	Prepare and submit applications and required maps and improvement plans
Various City Departments	Review and process permit applications and plans	2015 to 2020	NA	Process and approve Developments	City review process
Developers/ Property Owners	Construct residential developments, infrastructure improvements, alley and streetscape improvements, and South Neighborhood Park(s)	2015 to 2020	NA	Implement Specific Plan	Construct Project

**Table 5-1: Specific Plan Implementation Strategy
(Advisory Schedule – Subject to Change)**

Phase II Developments (Remaining Properties)					
Who	What	When	Where	Why	How
Redevelopment	Pursue opportunities to partner with boutique hotel developers	2015 to 2020	NA	Enhance the FTC Specific Plan Area and Downtown as a destination	Marketing and Promotions
Redevelopment/ Planning	Pursue opportunities to develop a small music venue or other facility in collaboration with the Fender Guitar Company	2015 to 2020	NA	Enhance the FTC Specific Plan Area and Downtown as a destination	Marketing and Promotions Negotiation process
Redevelopment/ Developers/ Property Owners	Negotiate public-private partnerships for the redevelopment of the remaining properties. Some property owners may not want to participate in a public-private partnership, so a phased strategy may need to be developed.	2015 to 2020	NA	Create a well coordinated development plan	Negotiation process
Redevelopment Agency/Redevelopment/ Developers/ Property Owners	Prepare and execute Disposition and Development Agreements (DDA) between Redevelopment Agency Developers/Property Owners	2015 to 2020	NA	Create a well coordinated development plan	Negotiation process
Redevelopment/ Planning	Improve the Train Depot property or an area near the train depot with bicycle storage facilities and bicycle amenities. Use in-lieu bicycle parking fees to fund improvements.	2015	NA	Encourage bicycling to the Fullerton Train Depot and the uses near the Transit Plaza	Capital Improvement Program / Grant funding

Table 5-1: Specific Plan Implementation Strategy (Advisory Schedule – Subject to Change)					
Phase II Developments (Remaining Properties)					
Who	What	When	Where	Why	How
Redevelopment Agency/Redevelopment/ Developers/ Property Owners	Develop a long-term financing strategy for the maintenance of streetscape furniture and amenities and civic spaces. Financing methods may include homeowners' association fees, business improvement districts, landscaping and lighting district assessments, and/or other property assessments.	2015 to 2020	NA	Ensure that development does not create a negative fiscal burden on the City of Fullerton and to establish long-term financing to maintain the amenities and civic spaces within the FTC Specific Plan Area.	Negotiation Process and Terms of DDA
Developers/ Property Owners	Prepare development applications, including site plans, floor plans, elevations, phasing program for the replacement and provision of public parking during construction, mitigation monitoring program items, APE, and LEED Checklist	2015 to 2020	NA	Ensure implementation of the Specific Plan and the provision of adequate parking during construction	Prepare detail plans and strategies
Planning/Town Architect/ Redevelopment/other City Departments	Review and process development application	2015 to 2020	NA	Process and approve Developments	City review process
Planning/ Redevelopment/ Developers/ Property Owners/Planning Commission/ City Council	Public Hearings (if necessary)	2015 to 2020	NA	Process and approve Developments	City public Hearing Process
Developers/ Property Owners	Prepare applications for demolition, grading, and building permits	2015 to 2020	NA	Ensure implementation of the Specific Plan and the provision of adequate parking during construction	Prepare and submit applications and required maps and improvement plans

**Table 5-1: Specific Plan Implementation Strategy
(Advisory Schedule – Subject to Change)**

Phase II Developments (Remaining Properties)					
Who	What	When	Where	Why	How
Various City Departments	Review and process permit applications and plans	2015 to 2020	NA	Process and approve Developments	City review process
Developers/ Property Owners	Construct mixed-use/residential developments, and required infrastructure improvements, and alley and streetscape improvements	2015 to 2020	NA	Implement Specific Plan	Construct Project

5.4 PROJECT FINANCING

The financing, construction, operation, and maintenance of public and private improvements, facilities, and services may include funding through a combination of financing mechanisms at the federal, state, and local levels. Final determination on facilities to be constructed and maintenance responsibilities will be made prior to commencement of final project design. The following financing options may be considered for projects. Nothing in the FTC Specific Plan, however, commits either the City or Redevelopment Agency to funding any project. The funding sources in this Section 5.4 are meant to be informational only.

Federal Financing Sources

The National Environmental Policy Act (NEPA) will need to be considered prior to obtaining Federal funds.

Federal (F)
<p><i>FEDERAL ECONOMIC DEVELOPMENT ADMINISTRATION (EDA)</i></p> <p>EDA Funds can be used to finance construction and rehabilitation of infrastructure and facilities that are necessary to achieve long-term growth and dynamic local economies. Grants may be provided to communities for site preparation and construction of water and sewer facilities, access roads, and similar facilities.</p>

Federal (F)
<p><i>FEDERAL HIGHWAY ADMINISTRATION DEPARTMENT OF TRANSPORTATION (DOT)</i></p> <p>The FHWA provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.</p>
<p><i>U.S. FEDERAL HIGHWAY ADMINISTRATION (FHWA) TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PILOT PROGRAM (TCSP)</i></p> <p>The TCSP is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. States, local governments, and metropolitan planning organizations are eligible for these discretionary grants. Grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals.</p>

Federal (F)
<p><i>ENVIRONMENTAL PROTECTION AGENCY (EPA) PROGRAM GRANTS</i></p> <p>The EPA funds federal grants for various purposes, such as state and local program research, demonstrations, development, and implementation of various environmentally based programs, including water pollution, conservation, and solid waste disposal.</p>
<p><i>FTA METROPOLITAN PLANNING PROGRAM</i></p> <p>Operated by the Federal Transit Administration (FTA), this program provides financial assistance, through the states, to metropolitan planning organizations to support the costs of preparing long-range transportation plans required as a condition of obtaining Federal Capital Program and Urbanized Area Formula Program grants for transit projects. Funds can be used for technical studies relating to management, operations, capital requirements, innovative financing opportunities, and economic feasibility; evaluation of previously assisted projects; and other similar or related activities preliminary to and in preparation for the construction, acquisition, or improved operation of transportation systems, facilities, and equipment, including the planning for “livability” features such as improved pedestrian and bicycle access to the station and shops and community services in the station area, incorporating arts and artistic design in stations and surrounding areas, and other improvements that enhance the usability and community-friendliness of the transit system environment. Funds may be up to 20% of the preliminary engineering and design costs for a transportation facility.</p>

Federal (F)
<p><i>SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU)</i></p> <p>Continuing the transportation enhancement program of TEA-21, SAFETEA-LU gives local governments unprecedented flexibility in developing a mix of highway corridor enhancements, with funds for such projects as public transit, bikeways, highway enhancements, recreation, historic preservation, scenic byways, and other alternatives to address transportation and community needs. States and localities are permitted to use Federal dollars (provided primarily from the gasoline tax) for more flexibility to meet their transportation needs. More comprehensive planning, taking into account such factors as desired land use patterns and environmental effects, is required as a prerequisite to Federal funding.</p>
<p><i>TOD HOUSING PROGRAM</i></p> <p>The TOD Housing Program is a grant program that is intended to stimulate the production of housing developments located near transit stations increase the overall supply of housing, increase the supply of affordable housing, increase public transit ridership, and minimize automobile trips. Low-level interest loans are available as gap financing for rental housing developments that include affordable units, and as mortgage assistance for homeownership developments. Grants are available to cities, counties, and transit agencies for infrastructure improvements necessary for the development of specified housing developments, or to facilitate connections between these developments and the transit station. This</p>

Federal (F)
grant program is in the third and final round of funding. Completion of the third round is expected in early 2010.
<p><i>ENERGY EFFICIENT CONSERVATION BLOCK GRANT (EECBG)</i></p> <p>The EECBG program is designed to assist U.S. cities, counties, states, territories, and Indian tribes to develop, promote, implement, and manage energy efficiency and conservation projects and programs designed to reduce fossil fuel emissions; reduce the total energy use of the eligible entities; improve energy efficiency in the transportation, building, and other appropriate sectors; and create and retain jobs. A TOD project, like those promoted in the FTC Specific Plan, will lead to a reduction in fossil fuel emissions.</p>
<p><i>LARGE URBAN CITIES TRANSIT GRANT (FEDERAL TRANSIT ADMINISTRATION)</i></p> <p>This grant makes Federal funding available to cities with a population of 50,000 or more who propose transportation related planning projects. Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation related studies, and capital investments in bus and bus-related activities. For urbanized areas with less than 200,000 in population, the funds are apportioned to the governor of each state for distribution. Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials, and publicly owned operators of transit services are to</p>

Federal (F)
designate a recipient to apply for, receive, and dispense funds for transportation management areas. The governor or designee is the recipient for urbanized areas between 50,000 and 200,000. Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. The Federal share is not to exceed 80% of the net project cost, and includes funding during the year appropriated plus an additional three years.
<p><i>BUS AND BUS FACILITIES</i></p> <p>The Buses and Bus Related Equipment and Facilities program provides capital assistance for new and replacement buses, related equipment, and facilities. Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment. Eligible recipients for capital investment funds are public bodies and agencies including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions established under state law. Funds are allocated on a discretionary basis.</p>

State (S)
<p><i>INFRASTRUCTURE STATE REVOLVING FUND PROGRAM OF THE CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (CIEDP)</i></p> <p>This is a loan program that provides low-cost financing to public agencies for a variety of infrastructure programs, including streets, bridges, drainage, water supply, flood control, environmental mitigation measures, sewage collection and treatment, solid waste collection and disposal, water treatment and distribution, educational facilities, and parks and recreational facilities. Funding assistance ranges from \$250,000 to \$10,000,000. The application process is complicated and slow. There must be a dedicated source for debt service of the loan. Tax increment flowing from redevelopment projects is often favored as a funding source for retiring this debt because it flows for a long time and is steady. The term of the loan can be as long 20 years.</p>
<p><i>BUILDING EQUITY AND GROWTH IN NEIGHBORHOODS PROGRAM (BEGIN)</i></p> <p>BEGIN reduces local regulatory barriers to affordable ownership housing, and provides down payment assistance loans to qualifying first-time low- and moderate-income buyers of homes in BEGIN projects. Eligible homes must be newly constructed in projects facilitated by local regulatory incentives or barrier reductions, and may include manufactured homes.</p>

State (S)
<p><i>CALHOME PROGRAM</i></p> <p>CalHome enables low-and very-low-income households to become or remain homeowners. Grants are available to local public agencies and nonprofit developers to assist individual households through deferred-payment loans. Direct, forgivable loans are available to assist development projects involving multiple ownership units, including single-family subdivisions.</p>
<p><i>CODE ENFORCEMENT GRANT PROGRAM (CEGP)</i></p> <p>The CEGP funds capital expenditure costs of existing or proposed local building code enforcement programs. Grants for three-year local programs. There is no formal match requirement, but grants must supplement existing funding for code enforcement that covers soft costs and staffing. Grant amount to a single recipient ranged from \$30,000 to \$300,000. Eligible activities include the purchase of capital assets that will be dedicated to local housing code enforcement. These may include tangible physical property with an expected useful life of 15 years or more, major maintenance of a capital asset, and equipment with an expected useful life of two years or more, such as vehicles, computers, and inspection equipment.</p>

State (S)
<p><i>MULTIFAMILY HOUSING PROGRAM (MHP)</i></p> <p>The MHP assists with new construction, rehabilitation, and preservation of permanent and transitional rental housing for lower-income households. Eligible activities include new construction, rehabilitation, or acquisition and rehabilitation of permanent or transitional rental housing, and the conversion of nonresidential structures to rental housing. Projects are not eligible if construction has commenced as of the application date, or if they are receiving 9% Federal low-income housing tax credits. MHP funds will be provided for post-construction permanent financing only. Eligible costs include the cost of child care, after-school care, and social service facilities integrally linked to the assisted housing units; real property acquisition; refinancing to retain affordable rents; necessary on-site and off-site improvements; reasonable fees and consulting costs; and capitalized reserves.</p>
<p><i>PREDEVELOPMENT LOAN PROGRAM (PDLP)</i></p> <p>The PDLP provides predevelopment capital to finance the start of low-income housing projects. Eligible activities include predevelopment costs of projects to construct, rehabilitate, convert, or preserve assisted housing. Eligible costs include, but are not limited to, site control, site acquisition for future low-income housing development, engineering studies, architectural plans, application fees, legal services, permits, bonding, and site preparation. Priority will be given to developments that are rural, located in the public transit corridors, or which preserve and acquire existing government-assisted rental housing at risk of conversion to market rents.</p>

State (S)
<p><i>AFFORDABLE HOUSING INNOVATION PROGRAM – LOCAL HOUSING TRUST FUND PROGRAM (LHTF)</i></p> <p>The LHTF helps finance local housing trust funds dedicated to the creation or preservation of affordable housing. Matching grants (dollar-for-dollar) are provided to local housing trust funds that are funded on an ongoing basis from private contributions or public sources that are not otherwise restricted in use for housing programs. Fifty percent of total funds (\$16.275 million) will go for matching grants to new local housing trusts created on or after September 30, 2006. The maximum allocation is \$2 million and the minimum allocation is \$1 million. Applicants providing matching funds from sources other than impact fees on residential development will receive priority. Loans are provided for construction of rental housing projects with units restricted for at least 55 years to households earning less than 60 percent of area median income, and for down payment assistance to qualified first-time homebuyers. Eligible applicants include cities, counties, and cities and counties with adopted housing elements that HCD has determined comply with housing element law, and charitable nonprofit organizations.</p>
<p><i>AMERICAN RECOVERY AND REINVESTMENT ACT-COMMUNITY DEVELOPMENT BLOCK GRANT RECOVERY PROGRAM (CDBG-R)</i></p> <p>The CDBG-R is provided to stimulate the economy through measures that modernize the Nation’s infrastructure, improve energy efficiency, and expand educational opportunities and access to health care. Maximum grant amounts are:</p>

State (S)
<p>\$2,500,000 for economic development (which includes general administration costs) and \$1,000,000 for general (which includes general administration costs). Eligible activities include housing, including single- and multi-family rehabilitation, rental housing acquisition or homeownership assistance, and activities that complement new construction; public works, including water and wastewater systems, rural electrification, and utilities such as gas services; community facilities, including day care centers, domestic violence shelters, food banks, community centers, medical and dental facilities, and fire stations; and public services, including staff and operating costs associated with the community facilities. The Economic Development set aside will be used to fund 2009/2010 Economic Development applicants who have already submitted applications to the Department and whose projects meet the CDBG-R Program criteria. The General Allocation will be used to fund CDBG eligible projects that fell below the funding threshold of the 2008/2009 CDBG General Allocation distribution process, and which meet ARRA objectives.</p>
<p><i>DOWNTOWN REBOUND CAPITAL IMPROVEMENT PROGRAM (DRP)</i></p> <p>The DRP provides financing for the conversion of vacant or underutilized commercial and industrial structures into residential units; residential infill; and the development of high-density housing adjacent to existing or planned mass transit facilities. Loans are provided at 3 percent interest for projects occupied by and affordable to households with incomes not over 30 percent of 60 percent of area median income.</p>

State (S)
<p>Affordability term is 55 years. Multifamily Housing Program (MHP) terms and conditions will govern. The maximum loan amount per unit is determined by a formula that takes into account a base loan amount of \$20,000 per unit, plus an additional amount per restricted unit required to reduce rents from 30 percent of 60 percent of area median income to the actual maximum restricted rent for the unit. Eligible activities include adaptive reuse of vacant or underused commercial and industrial space into housing where at least 20 to 40 percent of the units are affordable; residential infill; development of high-density housing near mass transit stations; planning for infill housing, adaptive reuse, and other forms of downtown housing development; seismic and structural feasibility studies related to adaptive reuse. Notices of Funding Availability (NOFAs) will indicate the permitted type of financing (construction or permanent) and any special conditions (e.g., subsidy for market rate units). Eligible costs include property acquisition, selected refinancings, lease payments, construction, rehabilitation, off-sites, on-sites, architecture, engineering, legal and other soft costs, selected support facilities, developer fee, rent-up costs, carrying costs, permits and fees, reserves, closing costs, environmental work, relocation and other costs approved by HCD. Eligible applicants include local public entities, for-profit and nonprofit corporations, limited liability companies, limited equity housing cooperatives, Indian reservations and rancherias, and limited partnerships in which an eligible applicant or an affiliate of the applicant is a general partner. No funding is currently being offered for project loans and predevelopment grants; however, future funding may be allocated for such loans and grants.</p>

State (S)
<p>HOME INVESTMENT PARTNERSHIPS PROGRAM (HOME)</p> <p>Home aims to assist cities, counties and nonprofit community housing development organizations (CHDOs) to create and retain affordable housing. Grants are awarded to cities and counties and low-interest loans to state-certified CHDOs operating in state-eligible jurisdictions. At least 50 percent of funds will be awarded to rural applicants. Most assistance is in the form of loans by city and county recipients to project developers, to be repaid to local HOME accounts for reuse. Rental developments are subject to terms contained in the Uniform Multifamily Regulations (UMRs), Title 25 commencing with section 8300 – 8316. A minimum of 15 percent of total state HOME funds are set aside for CHDOs. Eligible activities include housing rehabilitation, new construction, and acquisition and rehabilitation, for both single-family and multifamily projects, and predevelopment loans by CHDOs. All activities must benefit lower-income renters or owners. Eligible applicants include cities and counties that do not receive HOME funds directly from the federal Department of Housing and Urban Development (HUD); current state-certified nonprofit Community Housing Development Organizations (CHDOs) proposing activities in eligible communities.</p>
<p>HOUSING RELATED PARKS PROGRAM</p> <p>This program aims to increase the overall supply of housing affordable to lower income households by providing financial incentives to cities and counties with documented housing</p>

State (S)
<p>starts for newly constructed units affordable to very low or low-income households. Grants are provided for creation of new parks or rehabilitation or improvements to existing parks. Grant amounts are based on the numbers of bedrooms in newly constructed rental and ownership units restricted for very low and low-income households for which there is documentation of a completed foundation inspection during the designated 12- month period covered by the Notice of Funding Availability. Qualifying rental units must be rent-restricted for at least 55 years. Ownership units must be initially sold to qualifying households at affordable cost. Any public funds used to achieve affordability in ownership units must be recovered on resale and reused for affordable housing for at least 20 years. Grants for very low income units will be greater than grants for low-income units. Very low income means not over 50 percent of area median income, adjusted for family size. Low-income means not over 80 percent of area median income, adjusted for family size. Bonus grant funds will be awarded for the following: units affordable to extremely low-income households; units developed as infill projects; jurisdictions demonstrating progress in increasing their overall supply of housing; park projects which will serve disadvantaged communities; park projects located within park deficient communities; and park projects located within a jurisdiction included in an adopted regional blueprint plan. Eligible activities include the creation of new park and recreation facilities or improvement of existing park and recreation facilities. Eligible applicants include cities, counties, and cities and counties that, by the end of the 12-month period for which application is made, have adopted housing elements that HCD has found to be in</p>

State (S)
<p>substantial compliance with housing element law, and have submitted to HCD the annual progress report required by Section 65400 of the Government Code within the preceding 12 months. A city, county, or city and county that receives funds may subcontract through a recreation and park district or nonprofit organization that has among its purposes the conservation of natural or cultural resources.</p>
<p><i>INFILL INFRASTRUCTURE GRANT PROGRAM (IIG)</i></p> <p>The IIG aims to assist in the new construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Minimum and maximum grant amounts for Qualifying Infill Projects are \$500,000 to \$20 million. Minimum and maximum grant amounts for Qualifying Infill Areas (and Large Multiphased Qualifying Infill Projects scored as Areas) is \$2 million to \$30 million. Eligible activities include new construction, rehabilitation, and acquisition of infrastructure required as a condition of or approved in connection with approval of Qualifying Infill Projects or Qualifying Infill Areas. For Qualifying Infill Projects and Large Multi-phased Qualifying Infill Projects, eligible applicants include non-profit and for profit developers and as a joint applicant with the developer, a locality, public housing authority, or a redevelopment agency. For Qualifying Infill Areas, eligible applicants include localities, public housing authorities, redevelopment agencies, and BIDs as joint applicants with any of the other allowed Area applicants.</p>

State (S)
<p><i>MULTIFAMILY HOUSING PROGRAM (MHP)</i></p> <p>The MHP aims to assist the new construction, rehabilitation and preservation of permanent and transitional rental housing for lower income households. Deferred payment loans are provided for 55 years at an interest rate of 3 percent for simple interest on unpaid principal balance. 0.42 percent payments are due annually, with the balance of principal and interest due and payable upon completion of loan term. Eligible activities include new construction, rehabilitation, or acquisition/rehab permanent/transitional rental housing, and conversion of nonresidential structures to rental housing. Projects are not eligible if construction has commenced as of the application date, or if receiving 9% federal low income housing tax credits. MHP funds will be provided for post-construction permanent financing only. Eligible costs include the cost of child care, after-school care and social service facilities integrally linked to the assisted housing units; real property acquisition; refinancing to retain affordable rents; necessary onsite and offsite improvements; reasonable fees and consulting costs; and capitalized reserves.</p>
<p><i>WORKFORCE HOUSING REWARD PROGRAM</i></p> <p>This program provides financial incentives to cities and counties that issue building permits for new housing that is affordable to very-low or low-income households. Eligible activities include construction or acquisition of capital assets such as traffic improvements, neighborhood parks, bicycle paths, libraries, school facilities, play areas, community centers, and police and fire stations.</p>

State (S)
<p><i>STATE WATER RESOURCES CONTROL BOARD NONPOINT SOURCE WATER POLLUTION CONTROL GRANTS</i></p> <p>Established by the Federal Clean Water Act §319, these grants are for the implementation of state nonpoint source (NPS) pollution control programs. Each state passes through a portion of these funds to other entities for implementing specific NPS management practices. State water quality agencies are the lead agencies for these grant programs. Grant funds are awarded for the construction of municipal sewage and water recycling facilities, remediation for underground storage tank releases, watershed protection projects, and nonpoint source pollution control projects.</p>
<p><i>CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (CIEDB)</i></p> <p>The CIEDB was created in 1994 to promote economic revitalization, enable future development, and encourage a healthy climate for jobs in California. The CIEDB has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. The Infrastructure Bank’s current programs include the Infrastructure State Revolving Fund (ISRF) Program and the Conduit Revenue Bond Program.</p>

State (S)
<p><i>CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY SUSTAINABLE COMMUNITIES LOAN AND GRANT PROGRAM</i></p> <p>The SCGL program is designed to be flexible and encourage creativity. Funding will be awarded to communities that wish to implement policies, programs, and projects using sustainable development principles. All projects must encompass sustainable development principles to be eligible for funding. Examples of eligible projects are: specific plans, or portions of specific plans that direct the nature of development and revitalization within the boundaries of a required general plan consistent with sustainable development principles; alternative transportation studies, urban design studies, finance plans, redevelopment plans and engineering studies that facilitate sustainable development; projects such as a community center, park enhancements, or infrastructure improvements that are key elements of a comprehensive community or neighborhood sustainable development plan; funding for local communities to hire individuals at various stages of planning, depending on the needs of the community. An example would be hiring a new staff member or consultant to assist an individual community with the design and/or implementation of a particular plan for development or revitalization using sustainable development principles; and funding for communities to hire technical experts to identify, assess, and complete applications for State, Federal, and private economic assistance programs that fund sustainable development and sound environmental policies and programs.</p>

State (S)
<p><i>INTEGRATED WASTE MANAGEMENT BOARD SUSTAINABLE BUILDING GRANTS</i></p> <p>These grants are available from the California Integrated Waste Management Board to provide local public funding for projects that advance the use of green building design and construction practices. There are no matching requirements and the amount available has ranged from \$50,000 to \$100,000. It is recommended that these grants be studied closely for their potential to undertake smaller building and retrofitting projects in the City.</p>
<p><i>TRADE AND COMMERCE AGENCY RENEWABLE ENERGY LOAN GUARANTEE PROGRAM</i></p> <p>This is a loan guarantee program provided by the California Trade and Commerce Agency. The loan guarantees are available to businesses that need financial assistance to purchase and install renewable energy systems.</p>

Local and Regional (L)
<p><i>CITY GENERAL FUND</i></p> <p>The City's General Fund is used to support ongoing City operations and services, including general government operations, development services, public safety and community services. Primary revenue sources for the General Fund are property taxes, sales taxes, and intergovernmental revenues. It is not uncommon for cities that are seeking to improve their community to commit a certain amount of the General Fund to the effort over a period of years. Improvements and ongoing projects or programs should have general community-wide benefits.</p>
<p><i>REDEVELOPMENT AGENCY (RDA) TAX INCREMENT REVENUE AND HOUSING SET-ASIDE</i></p> <p>The FTC Specific Plan Area is located within the City's Redevelopment Area. RDA funds could be used for land assembly, gap financing, public capital improvements, or other projects or purposes that would support implementation of the Specific Plan. The future generation of increased tax increment revenue in the redevelopment project area is also a possibility. State redevelopment law requires that the redevelopment agency set aside 20 percent of any property tax increment revenue for low- and moderate-income housing needs.</p>
<p><i>GENERAL OBLIGATION BONDS (G.O. BONDS)</i></p> <p>G.O. Bonds may be used to acquire, construct, and improve public capital facilities and real property; however, they</p>

Local and Regional (L)
<p>may not be used to finance equipment purchases, or pay for operations and maintenance. G.O. Bonds must be approved by two-thirds of the voters throughout the issuer’s jurisdiction in advance of their issuance and typically require the issuing jurisdiction to levy a uniform ad valorem (property value) property tax on all taxable properties to repay the annual debt service.</p>
<p>REVENUE BONDS</p> <p>This type of debt is undertaken to fund projects whose payback is tied to specific revenue streams. This form of debt does not require a public vote. Common uses of fund projects whose funds are housing and social services.</p>
<p>DEVELOPMENT INCENTIVE PROGRAMS</p> <p>Incentive programs are created to encourage the private sector to provide the desired public improvement.</p>
<p>BUSINESS IMPROVEMENT AREAS (BIAs)</p> <p>BIAs are self-taxing business districts. BIAs include Business Improvement Districts (BIDs), Local Improvement Districts (LIDs), and other such financial districts. Business and/or property owners pay for capital improvements, maintenance, marketing, parking, and other items as jointly agreed to through systematic, periodic self-assessment. Districts can undertake a wide variety of programs, including, but not limited to, the following:</p>

Local and Regional (L)
<ul style="list-style-type: none"> ▪ Fountains, benches, and trash receptacles and integrated signing ▪ Street lighting ▪ Security services that are supplemental to those normally provided by the municipality. ▪ Special cleaning operations, graffiti removal, and waste management ▪ Decorations and public art ▪ Promotions of public events that benefit the area ▪ Furnishing music to any public place in the area ▪ Promotion of tourism within the area (only businesses benefiting from tourist visits can be assessed for this type of benefit) ▪ Any other activities that benefit businesses located in the area <p>A BIA could be established within the FTC Specific Plan Area.</p>
<p>LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT (LMDS)</p> <p>The Landscaping and Lighting Act of 1972 enables assessments to be imposed to finance the maintenance and servicing of landscaping, street lighting facilities, ornamental structures, and park and recreational improvements.</p>
<p>SPECIAL BENEFIT ASSESSMENTS</p> <p>Special Benefit Assessment Districts (ADs) are formed to finance specific improvements for the benefit of a specific area by levying an annual assessment on all property owners</p>

Local and Regional (L)
<p>in the district. Each parcel within an AD is assessed a portion of the costs of the public improvements to be financed by the AD, based on the proportion of benefit received by that parcel. The amount of the assessment is strictly limited to an amount that recovers the cost of the “special benefit” provided to the property. Traditionally, improvements to be financed using an AD include, but are not limited to, streets and roads, water, sewer, flood control facilities, utility lines and landscaping. A detailed report prepared by a qualified engineer is required and must demonstrate that the assessment amount is of special benefit to the parcel upon which the assessment is levied. Prior to creating an assessment district, the city, county or special district must hold a public hearing and receive approval from a majority of the affected property owners casting a ballot. Ballots are weighted according to the proportional financial obligation of the affected property. There are many assessment acts that govern the formation of assessment districts, such as the Improvement Act of 1911, Municipal Improvement Act of 1913, Improvement Bond Act of 1915, and the Benefit Assessment Act of 1982, as well as other specific facility improvement acts.</p>
<p><i>PARKING FEES</i></p> <p>The use of parking fees to finance the construction and maintenance of parking facilities has been used successfully in other similar revitalization efforts. Parking revenues can also be used to fund or subsidize physical improvements and services, including security, enhanced landscaping and lighting, valet parking programs, rickshaw and pedi-cab services, shuttle services, and bike facilities.</p>

Local and Regional (L)
<p><i>DEVELOPMENT IMPACT FEES</i></p> <p>Dedications of land and impact fees are exactions that lessen the impacts of new development resulting from increased population or demand on services. The City’s current development impact fees could help to offset costs of services and improvements, such public improvements and architectural review.</p>

Private and Nonprofit (P)
<p><i>PRIVATE DONATIONS</i></p> <p>Private donations for a variety of different types of projects are generally available from foundations, institutions, and corporations that have major interests in these areas. Information about grants is available online, in libraries, and from nonprofit support organizations like the Orange County Community Foundation. The Fender Guitar company may also be interested in supporting projects that promote the history of the Fender Guitar.</p>
<p><i>DONOR PROGRAMS</i></p> <p>Some of the proposed Specific Plan improvements may lend themselves to a public campaign for donor gifts. Donor programs have been used very successfully in many cities to provide funds for streetscape and community design elements. Such programs can be tailored to solicit contributions from individuals, corporations, local businesses, and community and business associations. Many improvements could be funded by donor gifts for items such as benches, trash receptacles, street trees, street tree grates, public art elements, and information kiosks. Donors could be acknowledged with a plaque on the element itself or other prominent display, such as a “wall of fame” or “walk of fame”. This type of program could be spearheaded by an active management program, and could draw from the wider community of businesses and residents.</p>

City of Fullerton

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CHAPTER 6: GENERAL PLAN CONSISTENCY

This section reviews the goals and policies of the applicable Fullerton General Plan Elements that are most relevant to the FTC Specific Plan Area. Goals that are not directly applicable to the FTC Specific Plan have not been evaluated. The analysis below provides a statement of consistency between the Fullerton General Plan and the FTC Specific Plan.

6.1 LAND USE ELEMENT

6.1.1 Land Use Element Goal and Policies

The FTC Specific Plan will implement the following established General Plan Land Use Element Goals and Policies:

Goal LU-1: Land use decisions which are based on careful consideration of public health and safety, community concerns, existing and future envisioned City character, sound economic and resource conservation planning and public input.

Goal LU-2: Compatible and balanced land uses which are well maintained or revitalized, provide pleasant environments, and adequately serve present and future populations.

Goal LU-3: A diversified and stable commercial-industrial base with uses reflecting concerns of market access, land use compatibility, housing availability, adequacy of public facilities, economics, and aesthetics.

Goal LU-4: Orderly growth and development based on the City’s ability to provide adequate transportation and infrastructure facilities.

Goal LU-5: Specific Land use policies as appropriate to guide and stimulate land use growth in specific areas of the City.

Policy 1 (Central Downtown) of Goal LU-5:

- a. Promote increased evening hour vitality through intensification of design, enhanced housing, commercial, and entertainment uses.
- b. Refine the existing development objectives for the central business district.
- c. Identify remaining infill development opportunities.
- d. Develop pedestrian links between existing activity centers in central, north, and south Downtown areas.
- e. Increase cultural opportunities such as the Museum Center and Farmer’s Market, and encourage the development of a Downtown cultural center.
- f. Prioritize alternative modes of transportation and strive to make it easier to shop the Downtown through modifications to traffic circulation, parking, bicycle and pedestrian systems.
- g. Enhance and promote the historic identity through unique uses which set the Downtown apart from surrounding communities.
- h. Plan for a fixed guideway.
- i. Consider a focused study group and/or comprehensive urban design plan for the Downtown.
- j. Continue business retention and business incubation efforts to preserve the tax base, promote the Downtown as an economic unit, attract additional commerce, and increase the foot traffic/retail sales.

- k. Intensify land uses, especially restaurants, entertainment and housing. Consider the creation of a central public open space Downtown and sponsor special events and promotional activities there. To develop increased eighteen-hour vitality Downtown, establish a link with the community and promote pedestrian activity.
- l. Emphasize rehabilitation and adaptive reuse of existing structures and public spaces with additional emphasis given to historic structures, rather than destruction and clearance.
- m. Strive to maintain a balance between commercial, retail, housing, office, entertainment, cultural/arts and the other complementary uses.
- n. Clarify the community's vision for "buildout" of the areas directly around the transit center.

Policy 5 (Fullerton Transportation Center) of Goal LU-5:

- a. Plan for and prioritize alternative modes of transportation when considering new development opportunities in the area, including the fixed guideway system.
- b. Establish pedestrian and bicycle links with surrounding neighborhoods and the Central Business District.
- c. Consider rezoning to guide future "transit oriented" development intensities and land use relationships in proximity of the Transportation Center. "Transit oriented" development intensities should include mixed retail, commercial, high density residential, office, train-oriented manufacturing and supporting uses (including child care, cultural, dining, international, etc.) to increase transit ridership.

- d. Capitalize on the increased transit ridership to improve the economic viability of nearby businesses.
- e. Plan for additional public and private parking to address future train ridership needs and respond to increasing congestion, resulting from the development and occupation of properties around the transportation center.
- f. Conduct a separate study and/or plan to fully realize the potential of Fullerton Transportation Center.

6.1.2 Land Use Element Consistency Statement

The FTC Specific Plan will adequately address and implement all of the General Plan Goals and Policies discussed in this Element. The Specific Plan will provide for a balanced range of restaurant, retail, commercial, restaurant, office, residential, entertainment, and open space land uses that tie into the existing downtown and will also help revitalize the Central Business District, as well as contribute positively to the existing downtown setting. The proposed range of land uses are compatible with one another in an aesthetically pleasing Specific Plan Area, which will boost the local economy with a variety of services and amenities through the intensification and infill development of underutilized lands within the Specific Plan Area. The FTC Specific Plan has a Form-Based Regulating Code, which is intended to provide land use flexibility to respond to market conditions, while creating a pleasant physical environment.

Alternative methods of transportation are to be utilized, and the FTC Specific Plan identifies opportunities for business retention and future business growth, which will contribute to a daytime and active nighttime activity center for residents and visitors to Fullerton. Historic elements are proposed within the

Specific Plan Area through historic building preservation and some theming that reflects Fullerton’s past as a railroad town.

An amendment to the General Plan is proposed. This amendment will change the General Plan Land Use for all parcels in the FTC Specific Plan Area to a new destination of “Fullerton Transportation Center Specific Plan”. This creation of this new General Plan designation is necessary to expand on the unique opportunities and activities identified in the FTC focus area, and to provide appropriate recognition of the FTC Specific Plan’s role in meeting the housing, employment, and lifestyle needs of Fullerton’s future.

The General Plan Land Use Map will be updated during the General Plan Amendment Process.

6.2 CIRCULATION ELEMENT

6.2.1 Circulation Element Goals

The FTC Specific Plan will implement the following established General Plan Circulation Element Goals:

Goal C-1: A comprehensive street and parking automobile transportation network which supports the movement of people and goods in safe and efficient manner using a variety of modes.

Goal C-2: A comprehensive network of bicycle, hiking and bridle trails, which safely and conveniently serve the recreation and commuter transportation needs of the community.

Goal C-3: A public transportation system which serves the needs of the community, is accessible to all, and is a viable alternative to the single occupant vehicle.

Goal C-5: A roadway network which supports existing and future land uses with minimal levels of traffic congestion.

6.2.2 Circulation Element Consistency Statement

The FTC Specific Plan will effectively implement the Circulation Element Goals listed above. The transit-oriented nature of the FTC Specific Plan is located in an area where multiple modes of transportation are already commonplace. The FTC Specific Plan enhances the opportunities for multimodal transportation through improvements to multiple streets within the FTC Specific Plan Area; reconfiguration and relocation of existing Orange County Transportation Authority Bus Depot to a dedicated facility closer to the train platform; enhanced access to the Fullerton Train Depot; and proposed connections and on-site facilities for motorists, pedestrians, bicyclists, and transit riders. These planned facilities are designed to ensure practical and reliable ways to foster access and mobility throughout and around the FTC Specific Plan Area.

To ensure consistency, any intersection or roadway improvements needed will be made in accordance with Proposed Intersection Improvement Locations Exhibit and the Typical Roadway Configurations Exhibit in the Circulation Element of the General Plan. Any proposed trails or bikeways within the FTC Specific Plan Area will be reflected on the General Plan Master Plan of Bikeways. These graphics are to be evaluated and updated as necessary during the General Plan Amendment process.

6.3 HOUSING ELEMENT

6.3.1 Housing Element

Section 4 of the Housing Element describes the City of Fullerton's Policy Program for the 2006-2014 Housing Element. The Policy Program describes the specific policy actions necessary to address present and future housing needs, meet the specific requirements of State law, and consider the input by residents and stakeholders. In developing this Policy Program, the City assessed its housing needs, evaluated the performance of existing programs, and received input from the community through participation in housing workshops.

While the plan covers a broad array of housing issues that are applicable Citywide, the emphasis of the 2006-2014 Policy Program is on actions enabling the City to maintain and increase housing opportunities affordable to extremely-low, very-low, low, and moderate income households.

Key Policy Theme Areas

As the basis for a comprehensive City strategy aimed at preserving and expanding housing opportunities for Fullerton's extremely-low, very-low, low, and moderate income households, the City has conducted a thorough review of existing policy and consulted with residents, stakeholders, and the General Plan Advisory Committee. Based on this review and consultation, a number of Policy Theme Areas have been identified to provide policy guidance for the 2006-2014 Planning Period:

- Policy Theme Area A: Housing Availability and Affordability
- Policy Theme Area B: Land Use, Location, and Linkages
- Policy Theme Area C: Redevelopment and Infill
- Policy Theme Area D: Special Needs Groups
- Policy Theme Area E: Governmental Constraints and Incentives
- Policy Theme Area F: Resource Efficient Design
- Policy Theme Area G: Housing Conditions
- Policy Theme Area H: Policy Development and Planning\
- Policy Theme Area I: Funding and Partnership Opportunities
- Policy Theme Area J: Education and Civic Engagement

Policy Action Areas

The Policy Action Plan for the 2006-2014 Housing Element is organized into four core policy action areas:

- New Production - Establishes policy actions to create a range of rental and for-sale housing opportunities in the City.
- Conservation and Rehabilitation - Establishes policy actions for conserving and rehabilitating the existing housing resources in the City.
- Design and Livability - Establishes policy actions to enhance the quality and livability of the built environment.
- Access to Housing Opportunities - Establishes policy actions that improve access to housing opportunities for persons with limited resources.

6.3.2 Housing Element Consistency Statement

The FTC Specific Plan will provide up to 1,560 new housing units over two phases. Approximately 137 existing multi-family units would remain within the Specific Plan Area. These units provide sufficient housing quantity in the area, and are considered functional units, which is why they will remain. Proposed housing within the FTC Specific Plan would serve a variety of citizens with a variety of needs. For example, residents with a disability that prevents them from driving a car may choose to live in one of the proposed units, because of its close location to the Train Depot and Bus Depot. Students may choose to live in the area because of the transit access and proposed bicycle facilities. It is required that residential use project applications attempt to develop a portion of the residential units within the Specific Plan area as below market rate units. Furthermore, all maximum densities for residential uses in the Specific Plan area are greater than 30 units per acre, the minimum density allowable under California Government Code Section 65583.2(c)(3)(B) to accommodate the City’s share of housing for very low- and low-income households.

To ensure consistency, housing units proposed in the Specific Plan will be incorporated into the Housing Element of the General Plan. Housing development activities will be tracked throughout the life of the FTC Specific Plan, as has been done with the East and West Coyote Hills Specific Plan, and Amerige Heights Specific Plan

The General Plan Amendment will result in the immediate updating of the Housing Element’s Table H-35, Summary of Residential Development Potential, and Exhibit H-76, Multifamily Residential Development Potential. Multiple

updates to various exhibits and tables within the Housing Element will be needed on a regular basis as the FTC Specific Plan reaches build-out.

6.4 RESOURCE MANAGEMENT ELEMENT

6.4.1 Resource Management Element Goals

The FTC Specific Plan will implement the following General Plan Resource Management Element Goals.

Goal RM-2: A combination of public and private open space and park land conveniently located and designed to be responsive to residents’ needs.

Goal RM-4: A well-informed and highly motivated City government and public that recognize the importance of, and practice, energy and resource conservation.

6.4.2 Resource Management Element Consistency Statement

The FTC Specific Plan meets the Resource Management Element Goals listed above. The FTC Specific Plan includes public open space in the form of primary civic spaces and secondary open spaces. Primary civic spaces include the Transit Plaza, North and South Neighborhood Parks, Transit Courtyard, and Paseos. The Transit Plaza would serve multiple functions as a venue for community events, such as farmers markets, concerts, movie nights, festivals, rallies, and informal recreational or entertainment activities. The North and South Neighborhood Parks would provide recreational

and gathering space for residents within the FTC Specific Plan Area and visitors. The Transit Courtyard and Paseos would provide outdoor gathering and dining space for residents, transit riders, shoppers, and visitors. Refer to Section 4.3, Civic Spaces, for additional details on these civic spaces.

Secondary open spaces include private courtyards, pocket parks, and other common open space. These open spaces function as common gathering areas for residents and promote interaction among neighbors. These spaces also provide areas for landscaping and resource conservation, such as water retention and reuse.

In general, this Specific Plan promotes sustainable development because of the transit-oriented location, which creates the potential to reduce vehicle trips, thereby reducing greenhouse gas emissions generated by automobile use. In addition, the FTC Specific Plan includes a net zero impact on the City's existing water supplies.

6.5 COMMUNITY HEALTH AND SAFETY ELEMENT

6.5.1 Community Health and Safety Element Goal

The FTC Specific Plan will implement the following General Plan Community Health and Safety Element Goal:

Goal CHS-6: Properly designed and maintained water, utility, flood control, and sanitary sewer systems to meet the needs of present residents, accommodate future growth, protect the environment and afford proper health and safety protection.

6.5.2 Community Health and Safety Element Consistency Statement

The FTC Specific Plan will implement the General Plan Goal above. One of the goals of the Specific Plan is to provide for planned infrastructure through proper coordination. In addition, the proposed development will not put residents in danger by placing development in an area known to be subject to natural disasters or in an area that lacks sufficient emergency services, such as fire or police service.

6.6 COMMUNITY SERVICES ELEMENT

6.6.1 Community Services Element Goal

The FTC Specific Plan will implement the following General Plan Community Services Element Goal:

Goal CS-1: A public well-informed of the City's recreation, cultural, fine arts, social and library services and involved in the design and delivery of those services.

6.6.2 Community Services Element Consistency Statement

The FTC Specific Plan will implement the General Plan Goal above. The planning process for the FTC Specific Plan began with informing the public of the Plan's nature through a series of outreach workshops. As the Specific Plan is implemented, various notices and advertisements will be directed towards Fullerton residents to keep them informed. Once the FTC Specific Plan Area is under construction and has been

completed, Fullerton residents and visitors will have the ability to enjoy the cultural activities and social community events that take place in the public plaza and pocket parks, or other areas within the FTC Specific Plan Area.

6.7 REGIONAL COORDINATION ELEMENT

6.7.1 Regional Coordination Element Goals

The FTC Specific Plan will implement the following General Plan Regional Coordination Element Goals.

Goal RC-2: An environment with clean air.

Goal RC-6: A roadway network which supports existing and future land uses with minimal levels of traffic congestion.

6.7.2 Regional Coordination Element Consistency Statement

The recently passed California Senate Bill 375 (SB 375) attempts to reduce current greenhouse gas emission levels to 1990 levels by the year 2020, primarily by reducing vehicle miles traveled (VMT) through sustainable planning strategies. The underlying theme of SB 375 is to encourage and implement more compact and efficient growth patterns by providing increased residential opportunities near rail stations and along transit corridors. Transit-oriented development is one tool for implementing this bill. The Specific Plan promotes transit-oriented development that allows residents to reduce their dependence on the automobile

by using transit and improved facilities for pedestrians and bicyclists.

6.8 IMPLEMENTATION AND PUBLIC PARTICIPATION ELEMENT

6.8.1 Public Participation Element Goals

The FTC Specific Plan will implement the following General Plan Public Participation Element Goals:

Goal I-1: Land use decisions which are based on the General Plan.

Goal I-2: A high level of communication between the City and its citizens.

6.8.2 Implementation and Public Participation Element Consistency Statement

The FTC Specific Plan will implement the General Plan Goals above. One of the primary functions of a Specific Plan is to serve as an implementation tool for the General Plan. Thus, all land use decisions and proposed development would be made in accordance with the Fullerton General Plan as amended. Additionally, the FTC Specific Plan was generated based on public input between the City and its citizens. As a discretionary approval, the Specific Plan and its Environmental Impact Report will be reviewed in a series of public hearings prior to consideration by the City Council. The FTC Specific Plan will also create opportunities for the public and private sectors to work together. Private investment will play a key

City of Fullerton

role in developing an area that will be open to the public and will consist of private sector business owners providing services and goods to the public of Fullerton.

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