



CITY OF FULLERTON

Community Development Department

May 5, 2026

Stephanie Mooney
Measure M Local Programs
Orange County Transportation Authority
550 S. Main Street
P.O. Box 14184
Orange, CA 92863-1584

SUBJECT: Renewed Measure M Eligibility Renewal FY 2026-2027

Dear Ms. Mooney,

The Fullerton City Council approved a comprehensive General Plan update on May 1, 2012 (The Fullerton Plan). One of its guiding principles is to consider mobility options of every kind as a prime factor in the planning of buildings, streets and paths, traffic patterns and development of the transit center.

The Fullerton Plan is divided into four master elements containing the City's goals and policies pertaining to the built environment, the economy, the community, and the natural environment. Each master element is further broken down into chapters addressing more specific topic areas.

The chapters which directly focus on transportation policy include:

- Chapter 4 - Mobility. The stated purpose of this chapter is to further the attainment of a balanced, multi-modal transportation network that minimizes environmental and neighborhood impacts. It seeks to link Fullerton's system of roadways, bicycle and pedestrian facilities, bus and rail transit systems, and airport - all of which collectively provide for the movement of persons, goods, and services throughout the City, region, and beyond. It also calls for integrated land use and transportation planning and implementation. (Attachment A)
- Chapter 5 - Bicycle. The purpose of this chapter is to meet the needs of commuter and recreational bicyclists and provide safe connectivity between activity centers within the City of Fullerton and with adjoining jurisdictions. The Bicycle Element seeks to broaden transportation choices for residents, employees, and visitors. (Attachment B)
- Chapter 6 - Growth Management. This chapter guides growth and development based on the City's ability to provide an adequate circulation system and public facilities. This element fulfills the requirements of the Countywide Traffic Improvement and Growth Management Program. (Attachment C)

The Fullerton Plan identifies twelve geographic focus areas in which the City desires to concentrate future growth and development because the areas generally possess some or all of the following characteristics:

- Areas experiencing or will be experiencing transition
- Areas with special resources (historic, educational, cultural, transportation node)
- Areas providing a variety of development options or market interest
- Areas exhibiting potential for enhancement or reinvestment through public or private investment

The Fullerton Plan Environmental Impact Report contains a mitigation measure which applies to the twelve focus areas that requires a detailed multi-modal analysis for any project that requires a General Plan Amendment and/or a Zoning Change. The analysis is to assess the specific impacts associated with the proposed changes, and to identify mitigation measures to reduce impacts to less than significant levels based on City adopted multi-modal thresholds. The analysis is required to address timing, funding, construction, and fair share responsibilities for all traffic improvements necessary to maintain satisfactory levels of service within the City of Fullerton and surrounding jurisdictions. (Attachment D)

Chapter 15.30.100 of the Fullerton Municipal Code (Attachment E) addresses transportation demand management strategies to reduce single occupant automobiles. This section applies to all new commercial development or major expansions that employ one hundred or more persons.

The Fullerton Transportation Center Specific Plan was adopted in late 2010 to create a sustainable transit-oriented district within Downtown Fullerton, and is intended to:

- Focus growth and development around the Fullerton Transportation Center (FTC), to link land use, housing, and transit per the direction of Senate Bill 375 (CA, 2008). The FTC contains the Metrolink/Amtrak train station and OCTA Bus Transfer Terminal. Several projects are described below that implement this strategy as follows:

- Increase walking, bicycling, and transit ridership.
- Capitalize on the mobility options provided by the Downtown's walkable environment and transit services.
- Facilitate transformation of approximately 39 acres of land into a sustainable, compact, urban neighborhood within walking distance of the FTC and Downtown Fullerton. There are currently two commuter parking structures, providing vehicular and bicycle parking serving the Transportation center.

Projects that focus growth and development in and around the Fullerton Transportation Center are described below in the following three sections.

1. The following residential projects are under construction:

Atlas (formerly “Streetlights”) Fullerton – 1101 South Lemon Street: Under construction. The City entitled a 329-unit, 5-story multi-family residential project with a 567-space parking structure. The site is within one-half mile of the FTC and also along the OCTA Route 30 bus line and within a quarter mile of the OCTA Route 543 and Route 43 bus lines.

The Pines at Shadow Ridge – Intersection of Euclid Street and Rosecrans Avenue: Under construction. The City entitled a 117-unit residential project consisting of a mix of detached single-family residences and attached multi-family rental units. The site is along the OCTA Route 37 bus line.

2. The following projects are in the planning or plan-check stage:

Fox Block – 122 East Ellis Place: In Building Plan Check. The City entitled the commercial project consisting of 13 food vendor/restaurant spaces and has sold the three subject (surplus) properties to the developer to accommodate the project. The construction of a new public parking structure on the adjacent parcel, which is also adjacent to the historic Fox Theater is pending. This site is within one-half mile of the FTC and along the OCTA Routes 43 and 143 bus lines.

The Tracks at Fullerton Station (Mixed Use Project – Retail, Hotel, and Residential Units) – 212 East Santa Fe Avenue: Entitlements Approved. The City Council approved entitlements for a proposed 6-story, 124-room hotel with a ground floor restaurant and rooftop bar, co-located with 140 residential units. The project is located on a formerly city-owned property directly adjacent to the FTC. The development will also include the construction of a new 412 space parking structure to provide parking for the hotel/commercial uses, on-site residences, and public parking for the transportation center and surrounding retail/restaurant uses.

Casa Bella Mixed-Use Development – 415 South Highland Avenue: Building Plan Check Completed. The City approved entitlements for a 20-unit residential apartment project, of which one unit will be deed-restricted for very low-income residents. The project will also include 1,152 square feet of retail space on the ground floor. The project is within one-half mile of the FTC. The project is permit ready.

University Apartments – 245 North State College Boulevard: Building Plan Check Underway. The City approved entitlements for a 25-unit residential apartment project, of which five units will be deed-restricted for low-income residents. The site is along the OCTA Route 57 bus line.

3. The projects below involve improvements to facilitate and promote multi-modal transportation options:

Active Transportation Program (ATP) Cycle 6 Nutwood Ave Bike and Pedestrian Mobility Enhancement Project: The Nutwood Avenue Bicycle & Pedestrian Mobility Enhancement Project is aligned with the goals and visions identified in

the Fullerton Bike Connection Plan. The project will close the number one priority gap to increase connectivity on the Brea-CSUF-Santa Ana River Trail by implementing pedestrian and bicycle infrastructure along Nutwood Avenue to cross under SR-57. The SR-57 interchanges at Nutwood Avenue provide primary access to two universities with a combined student enrollment, faculty, and staff of 44,000. The project will connect several large residential developments with sizable student populations and commercial areas on the east side of SR-57 with the campuses, Downtown Fullerton, and employment centers on the west side of SR-57. The anticipated benefits of the Nutwood Avenue Bicycle & Pedestrian Mobility Enhancement Project include annual reduction of 118,000 vehicle miles traveled and 840 million tons of greenhouse gas emissions, environmental justice for the disadvantaged community living nearby, increases in the number of walking and bicycle trips, safety improvements for motorized and non-motorized users, and improvements in physical and mental health by providing a safe active mode of transportation. Construction is anticipated to start in FY26-27.

OCTA Complete Streets Harbor Blvd from Berkeley Drive to Bastanchury Road Project: The proposed project includes lane reduction (6-lane to 4-lane) whereby the lane reduction will provide additional space for enhanced bikeways (buffered Class II bike lanes and Class IV bikeways) and install continuous sidewalk on both sides of Harbor Boulevard. A new signalized intersection is proposed at the Brea Dam Park entrance which will also benefit the potential future Fullerton Dog Park and facilitate cyclists traversing the Fullerton Loop (local mountain bike trail). The project also includes enhanced transit stops, ADA upgrades, new street lighting, new center medians, drought tolerant landscape, and other complete streets features. Construction is anticipated to commence in FY26-27.

Finally, Fullerton imposes a Traffic Impact Mitigation fee on all new development, as identified in Chapter 21.30 of the Fullerton Municipal Code.

If you need additional information, please feel free to contact me at (714) 738-6884 or at Chris.schaefer@citvoffullerton.com.

Sincerely,



Chris Schaefer, AICP
Planning Manager

Attachments:

- A. Chapter 4 – Mobility
- B. Chapter 5 – Bicycle
- C. Chapter 6 – Growth Management

- D. The Fullerton Plan EIR – Mitigation Monitoring and Reporting Program
- E. Chapter 15.30.100 Transportation Demand Management strategies to reduce single occupant vehicles

Chapter 4

Mobility

*Fullerton will be a city which offers a variety of transportation options.
-The Fullerton Vision*

Introduction

A multi-modal transportation system that safely and efficiently serves residents, businesses, and visitors, and provides access to neighborhood, community and regional centers is essential for upholding Fullerton's quality of life while implementing the vision for Fullerton's future.

The Mobility Element seeks to link Fullerton's system of roadways, bicycle and pedestrian facilities, bus and rail transit systems, and airport—all of which collectively provide for the movement of persons, goods, and services throughout the City, the region, and beyond.

The following goal and policies are provided to achieve the Fullerton Vision as it pertains to Mobility.

Associated Tables and Exhibits

Table 7: Roadway Functional Classifications (page 145)

Exhibit 6: Roadway Classifications (page 147)

Exhibit 7: Truck Routes (page 149)

Exhibit 8: CMP Highway System (page 151)

Exhibit 9: Rural Streets (page 153)

Exhibit 10: Scenic Corridors (page 155)

Overarching Policies

OAP1. Comply with State and Federal laws and regulations while maintaining local control in decision-making.

OAP2. Pursue Federal, State and local funding options to support implementation of The Fullerton Plan.

OAP3. Leverage the advantages and advances of technology.

OAP4. Seek opportunities for increased efficiency and effectiveness.

Purpose

The purpose of the Mobility Element is to further the attainment of a balanced, multi-modal transportation network that minimizes environmental and neighborhood impacts.

This Element is required per California Government Code Section 65302.

GOAL 5: **A balanced system promoting transportation alternatives that enable mobility and an enhanced quality of life.**

Policies

Specific statements that provide a directive or framework for City decision-making that directly contribute to the attainment of the goal.

Region/Subregion Level

- P5.1 Circulation Between Cities**
Support regional and subregional efforts to implement programs that coordinate the multi-modal transportation needs and requirements across jurisdictions, including but not limited to the Master Plan of Arterial Highways, the Commuter Bikeways Strategic Plan, the Signal Synchronization Master Plan, the Orange County Congestion Management Plan, and the Growth Management Plan.
- P5.2 Reduction of Single Occupant Vehicle Trips**
Support regional and subregional efforts to increase alternatives to and infrastructure supporting reduction of single occupant vehicle trips.
- P5.3 Mobility Information Infrastructure**
Support projects, programs, policies and regulations to utilize signage and technology to provide real-time information to users of the multi-modal transportation network.
- P5.4 Fullerton Municipal Airport**
Support projects, programs, policies and regulations to advance the Fullerton Municipal Airport as an important economic asset that provides efficient regional travel for business, commerce and the general public, as well as a base of operations for public safety aviation operations.

- P5.5 Fullerton Transportation Center**
Support projects, programs, policies and regulations to advance the Fullerton Transportation Center as an important economic asset that provides efficient regional travel and mode choice options for business, commerce and the general public.

City Level

- P5.6 Quality Highways and Roads**
Support projects, programs, policies and regulations to operate and maintain a comprehensive network of arterial highways and local roads supporting safe and efficient movement of people, goods and services to, through and within the City.
- P5.7 Complete Streets**
Support projects, programs, policies and regulations to maintain a balanced multi-modal transportation network that meets the needs of all users of the streets, roads and highways – including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the City.
- P5.8 Maximization of Person-Trips**
Support programs, policies and regulations to plan for and implement an efficient transportation network that maximizes capacity for person-trips, not just vehicle-trips.

GOAL 5: **A balanced system promoting transportation alternatives that enable mobility and an enhanced quality of life.**

Policies

Specific statements that provide a directive or framework for City decision-making that directly contribute to the attainment of the goal.

P5.9 Coordination with Schools

Support projects, programs, policies and regulations to improve – in coordination with the school districts – alternatives to the motorized transport of students by parents to and from school.

P5.10 Easements and Rights-Of-Way

Support projects, programs, policies and regulations to use public easements and rights-of-way along flood control channels and/or inactive railroads as part of the multi-modal network.

P5.11 Integrated Land Use and Transportation

Support projects, programs, policies and regulations to integrate land use and transportation planning and implementation. *(Also see Chapter 1: Community Development and Design, P1.4 Connection and Integration of Uses.)*

P5.12 Multi-Modal Traffic Analysis

Support programs, policies and regulations to analyze and evaluate urban streets using an integrated approach from the points of view of automobile drivers, transit passengers, bicyclists and pedestrians rather than auto-centric thresholds which conflict with other policies of The Fullerton Plan – including better environments for walking and bicycling, safer streets, increased transit use, cost-effective infrastructure investments, reduced greenhouse gas emissions, and the preservation of open space.

P5.13 Development-Oriented Transit

Support projects, programs, policies and regulations to encourage transit improvements that incentivize investment and link neighborhoods, while fitting the scale and traffic patterns of the surrounding area.

P5.14 Fair Share of Improvements

Support policies and regulations which require new development to pay a fair share of needed transportation improvements based on a project's impacts to the multi-modal transportation network.

Neighborhood/District Level

P5.15 Neighborhood and Focus Area Connections

Support projects, programs, policies and regulations to connect neighborhoods via a multi-modal network to each other and to the City's Focus Areas.

Project Level

P5.16 Infrastructure for Low and Zero Emission Vehicles

Support projects, programs, policies and regulations to encourage the development of private and/or public infrastructure facilitating the use of alternative fuel vehicles.

Also see Chapter 5: Bicycle for related policies and Chapter 17: Air Quality and Climate Change, P 22.1 Motor Vehicle Related GHG Emissions.

Chapter 5

Bicycle

Fullerton is committed to environmental sustainability... offers a variety of transportation options... and supports programs that encourage healthy life styles.
-The Fullerton Vision

Introduction

The needs of bicycle users in the City, and the creation of a complete and safe bicycle network, are central to maintaining and enhancing Fullerton's quality of life. Fullerton has been developing a bicycle network, accompanied by public bicycle parking and access to public transit. Today's facilities offer a base to develop a multi-tiered network of bikeways that will enable bicyclists to traverse throughout Fullerton on either a designated bikeway, or safely on a quiet street that is not designated as a bikeway. This network will link with those of neighboring cities and will bring cyclists to destinations with convenient secure parking and connections to other travel modes.

The Bicycle Element contains the goal and policies established by Fullerton's Bicycle Master Plan, a Bicycle Transportation Plan prepared under the guidance of Fullerton's Bicycle Users Subcommittee in compliance with California Streets and Highways Code 891.2. The Bicycle Element and Master Plan will enable Fullerton to become eligible for a variety of outside funding sources.

The Bicycle Element seeks to broaden transportation choices for residents, employees and visitors in Fullerton.

The following goal and policies are provided to achieve The Fullerton Vision as it pertains to the Bicycle Element.

Associated Tables and Exhibits

Exhibit 11: Existing Bikeways (page 159)
Exhibit 12: Proposed Bikeways (page 161)

Overarching Policies

OAP1. Comply with State and Federal laws and regulations while maintaining local control in decision-making.

OAP2. Pursue Federal, State and local funding options to support implementation of The Fullerton Plan.

OAP3. Leverage the advantages and advances of technology.

OAP4. Seek opportunities for increased efficiency and effectiveness.

Purpose

The purpose of the Bicycle Element is to provide Fullerton with a plan, as well as goals, policies, and actions, designed to meet the needs of commuter and recreational bicyclists of all abilities and provide safe connectivity to and between activity centers such as schools, transportation centers, open space/parks, residential neighborhoods and commercial areas within the City, and with adjoining jurisdictions – consistent with the Fullerton Vision and the community's values.

This Element is not required per California Government Code Section 65302; however, as bicycle facilities and programs are of importance to the community of Fullerton, it is prepared as an optional element per California Government Code Section 65303.

The Bicycle Master Plan will be adopted under separate cover. This Chapter contains a summary of the Bicycle Master Plan policy program. Refer to the full Bicycle Master Plan, Appendix G, for additional information.

GOAL 6: A bicycle friendly city where bicycling is a safe and convenient alternative to motorized transportation and a recreational opportunity for people of all ages and abilities.

Policies

Specific statements that provide a directive or framework for City decision-making that directly contribute to the attainment of the goal.

Region/Subregion Level

P6.1 Consideration of Bicyclists

Support regional and subregional efforts to ensure bicyclists are considered when developing new or retrofitting existing transportation facilities and systems.

P6.2 Inter-Jurisdiction Connections

Support efforts to maintain, expand and create new connections between the Fullerton bicycle network and the bicycle networks of adjacent cities, Orange County and the region.

City Level

P6.3 Bicycle Transportation Plan

Support projects, programs and policies to maintain and update as necessary a Bicycle Transportation Plan prepared and approved pursuant to the California Streets and Highways Code to maintain eligibility for funding for State Bicycle Transportation Account funds.

P6.4 Bicyclist Use on All Streets

Support projects, programs, policies and regulations to recognize that every street in Fullerton is a street that a bicyclist can use.

P6.5 Bicycling Safety and Convenience

Support projects, programs, policies and regulations that make bicycling safer and more convenient for all types of bicyclists.

P6.6 Safe Travel to Key Destinations

Support projects, programs, policies, and regulations to facilitate safe travel by bicycle to key destinations within the community and the larger region.

P6.7 Development Projects

Support projects, programs, policies, and regulations to reduce negative impacts to and increase opportunities for bicycle users and the bicycle network in private and public development projects.

P6.8 Multi-Tiered Bicycle Network

Support projects, programs, policies and regulations to develop a multi-tiered network of bicycle travel options that consider traffic volumes and rider experience; and which recognizes that all streets should be safe for bicycling.

GOAL 6: A bicycle friendly city where bicycling is a safe and convenient alternative to motorized transportation and a recreational opportunity for people of all ages and abilities.

Policies

Specific statements that provide a directive or framework for City decision-making that directly contribute to the attainment of the goal.

P6.9 Intersection Safety

Support projects, programs, policies, and regulations to support the safe and efficient movement of bicyclists through and across intersections.

P6.10 Bicyclist Education

Support projects and programs in conjunction with local bike shops, organizations and advocates to foster responsible ridership and reduce barriers to bicycling.

Neighborhood/District Level

P6.11 Neighborhood and Focus Area Connections

Support projects, programs, policies and regulations to connect neighborhoods via a multi-modal network to each other, and to and through the City's Focus Areas.

Project Level

P6.12 Bicycle Parking and Facilities

Support projects, programs, policies, and regulations to provide convenient bicycle parking and other bicycle facilities in existing and potential high demand locations within the City, such as educational institutions, parks, business districts, transit stops, retail, commercial and employment centers.

P6.13 Design Standards

Support projects, programs, policies and regulations to use recognized bicycle infrastructure design standards of the Federal Highway Administration, California Department of Transportation, and the American Association of State Highway and Transportation Officials, and participate in their pilot studies for alternative designs when appropriate.

P6.14 Design Technology and Innovation

Support projects, programs, policies and regulations to consider bicycle friendly design using new technologies and innovative treatments.

Chapter 6

Growth Management

Fullerton will be a city which is committed to environmental sustainability in planning design, policy and practice [and which] encourages growth in its tax base to support our city services and ensure adequate infrastructure.
-The Fullerton Vision

Introduction

Planning and provision of mobility improvements, public services, and public facilities are important considerations for orderly and sustainable growth and development to occur. The Growth Management Element is intended to ensure that infrastructure planning meets the needs of current and future residents of Fullerton by setting forth policy related to growth management and providing implementation and monitoring provisions.

As a city in Orange County, Fullerton is eligible for a portion of the monies received under Measure M and renewed Measure M (M2). The corresponding Countywide Traffic Improvement and Growth Management Program required each jurisdiction to adopt a Growth Management Element into its General Plan and identified the items to be covered. The required policies are located in other Elements, but are included by reference herein in fulfillment of the Growth Management Program requirements.

The following goal and policies are provided to achieve the Fullerton Vision as it pertains to Growth Management.

Overarching Policies

- OAP1.** Comply with State and Federal laws and regulations while maintaining local control in decision-making.
- OAP2.** Pursue Federal, State and local funding options to support implementation of The Fullerton Plan.
- OAP3.** Leverage the advantages and advances of technology.
- OAP4.** Seek opportunities for increased efficiency and effectiveness.

Purpose

The purpose of the Growth Management Element is to guide growth and development based upon the City's ability to provide an adequate circulation system and public facilities.

This Element is not required per California Government Code Section 65302; however, as growth management is of importance to the community, it is prepared as an optional element per California Government Code Section 65303.

GOAL 7: Growth and development aligned with infrastructure capabilities.

Policies

Specific statements that provide a directive or framework for City decision-making that directly contribute to the attainment of the goal.

Region/Subregion Level

- P7.1 Balanced Decisionmaking**
Support regional and subregional efforts to focus growth and development within areas that can be adequately served by existing and planned infrastructure systems.

City Level

- P7.2 Housing Growth**
Support projects, programs, policies and regulations to accommodate housing growth consistent with the Regional Housing Needs Assessment in areas of the City with existing and planned infrastructure capabilities. (See Chapter 2: *Housing for related policies.*)

Neighborhood/District Level

- P7.3 Infrastructure Planning**
Support projects, programs, policies and regulations to plan for appropriate levels and types of infrastructure based on the desired character of each neighborhood or district.
- P7.4 Focus Area Planning**
Support projects, programs, policies and regulations to evaluate infrastructure capabilities as part of community-based planning of Focus Areas.

Project Level

- P7.5 Appropriate Development Scale**
Support projects, programs, policies and regulations to ensure that development is appropriate in scale to current and planned infrastructure capabilities.

Also see:

Chapter 1: Community Development and Design

- P1.4 Connection and Integration of Uses
- P1.7 Development that Supports Mobility
- P1.19 Housing Choice

Chapter 4: Mobility

- P5.1 Circulation Between Cities
- P5.2 Reduction of Single Occupant Vehicle Trips
- P5.5 Fullerton Transportation Center
- P5.6 Quality Highways and Roads
- P5.7 Complete Streets
- P5.8 Maximization of Person-Trips
- P5.10 Easements and Rights-of-Way
- P5.12 Multi-Modal Traffic Analysis
- P5.13 Development Oriented Transit
- P5.14 Fair Share of Improvements
- P5.15 Neighborhood and Focus Area Connections

Chapter 5: Bicycle

- P6.7 Development Projects
- P6.8 Multi-Tiered Bicycle Network
- P6.11 Neighborhood and Focus Area Connections

Chapter 17: Air Quality and Climate Change

- P21.1 Jobs-Housing Balance



THE FULLERTON PLAN ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM						
Mitigation Measure	Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
TRAFFIC AND CIRCULATION						
TR-1	Prior to approval of any General Plan Amendment and/or Zone Change associated with the focused planning efforts for The Fullerton Plan Focus Areas, the City and/or project proponent shall prepare a detailed multi-modal analysis in order to determine specific impacts associated with the proposed General Plan Amendment and/or Zone Change, and where applicable, identify mitigation measures to reduce impacts to less than significant levels based on City adopted multi-modal thresholds. The multi-modal analysis shall specify the timing, funding, construction, and fair share responsibilities for all traffic improvements necessary to maintain satisfactory levels of service within the City of Fullerton and surrounding jurisdictions, in accordance with the significant impact criteria established by the jurisdiction that controls the affected area.	Prior to any GPA and/or Zone Change within The Fullerton Plan Focus Areas	Preparation and Approval of a Multi-Modal Analysis	City of Fullerton Community Development Department		
TR-2	In conjunction with the preparation of any multi-modal analysis as required in Mitigation Measure TR-1, the City of Fullerton shall coordinate with adjacent jurisdictions, as applicable, to assess potential project impacts for any development forecasted to generate more than 100 peak hour trips in The Fullerton Plan Focus Areas. Improvements to mitigate significant impacts and the associated fair share costs shall be developed in coordination with the jurisdiction that controls the affected areas.	Prior to any GPA and/or Zone Change within The Fullerton Plan Focus Areas	Preparation and Approval of a Multi-Modal Analysis / Coordination with and Establishment of a Fair Share Cost Program with Affected Jurisdictions, as applicable	City of Fullerton Community Development Department		

15.30.100. Transportation Demand Management strategies to reduce single occupant vehicles.

A. Applicability:

1. This section shall apply to all new commercial development or major expansion of existing commercial development that are estimated to employ one hundred or more persons as determined by the methodology in Subsection B of this section.

2. For purposes of determining whether a new development project is subject to this section, the total employment figure will be determined as follows:

a. An employment projection developed by the applicant, subject to approval by the Director of Development Services.

b. An employment projection using the following employee generation factors by type of use:

Land Use Category	Gross Sq. Ft./Employee
Commercial	500
Office/Professional	250
Hotel	0.8/room

c. The employment projection for a development of mixed or multiple uses shall be calculated on a case-by-case basis based upon the proportion of development devoted to each type of use.

B. Facility standards:

1. A minimum of ten percent of parking spaces, located as close as is practical to the entrance(s) of the use they are intended to serve, shall be reserved and adequately signed for use of carpool and vanpool vehicles.

2. Secure, adequate and convenient storage shall be provided for bicycles.

3. Bus bays, bus stops and bus shelters shall be provided where appropriate.

4. A commuter information area or multiple areas shall be provided within or near each building; the information area(s) shall be centrally located and accessible to all employees and tenants; information shall include, but not be limited to, current maps, routes and schedules for public transit.

5. A shower and locker room facility for employees of each sex shall be provided in each building of 100,000 gross square feet or more. Any development containing a combined total of 100,000 gross square feet, but which does not contain any single building exceeding 100,000 gross square feet, shall provide shower and locker room facilities unless a finding is made that the provision of such facilities is not practical or efficient.

6. Sidewalks or other paved pathways following direct and safe routes from the external pedestrian circulation system to each building in the development shall be provided.

C. Monitoring:

Periodic monitoring of the developments may occur to ensure full and continued implementation of the facility standards, as described in Subsection B of this section.

(Ord. 3066, (part), 2005: Ord. 2982, 2001)