CITY OF FULLERTON

Community & Economic Development Department

May 21, 2021

Joe Alcock
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 2021-2022

Dear Mr. Alcock,

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, 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 station and OCTA Bus Transfer Terminal. Several projects are described below that implement this strategy.
  - 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 serve the Transportation center to help promote transit use.

Projects that focus growth and development in and around the Fullerton Transportation Center are described below:

The following residential projects are under construction or recently completed:

<u>770 S. Harbor Blvd.:</u> Completed. An apartment development of 142 units at a density of 49 units per acre. It is located approximately one-half mile from the FTC, and along OCTA Bravo route 543.

<u>336 E. Santa Fe Ave.:</u> Completed. An apartment development of 55 units of affordable housing at a density of 58 units per acre, within the FTC Specific Plan area. It is located within a quarter mile of the Metrolink/Amtrak station and the OCTA bus transfer station.

<u>600 W. Commonwealth Ave. and 648 W. Williamson Ave.:</u> Completed. An apartment development of 290 apartment units (including 10 units for moderate income) at a density of 60 units per acre. It is located on W. Commonwealth Ave. adjacent to OCTA bus route 26 which provides weekday peak hour service at 15 minute frequency. This project also includes ground floor commercial uses.

Habitat for Humanity: Six lots are under development with one residential duplex to be located on each, for a total of 12 new ownership units. The properties are in the Richman Park area, within one-half mile of the FTC. To date, eight units have been completed with, the remaining four units under construction.

Compass Rose Housing Development: Completed. All forty-six units of a new apartment development have been completed. The apartment units are affordable to lower income households and are located in the Richman Park area, within one-half mile of the FTC.

805 & 807 S. Highland Avenue: Completed. A residential development of 19 for-sale units (single-family attached) in the Richman Park area, within one-half mile of the FTC, and with access to the OCTA bus route 43.

The following projects are in the planning stage:

Fox Block: The City has transitioned development partners, but continues to work to entitle, design and construct a new public parking structure on a city-owned parcel adjacent to the historic Fox Theater. The project also includes the sale of two other adjacent city-owned lots for the development of a new office building and retail. This site is within one-half mile of the FTC.

New Hotel: An application is under review for a proposed 6-story, 132-room hotel with a ground floor restaurant and rooftop bar located on city-owned property directly adjacent to the Fullerton Transportation Center. The development will also include the construction of a new 250+ space parking structure to provide parking for both the hotel use and public parking for the transportation center and surrounding retail/restaurants.

Walnut/Truslow Specific Plan: The City received a grant from SCAG to prepare a specific plan for an industrial area southwest of the Fullerton Transportation Center. This plan will include mixed-use (commercial/residential) development, re-visioning of the city-owned park (Union Pacific Park), and incorporate opportunities for partnership with existing privately owned structures including the historic Elephant Packing House. The project area extends over three blocks east to west beginning at Harbor Boulevard. The City is also pursuing an SB-2 grant to perform the CEQA work associated with this plan. The proposed specific plan area is within one half mile of the FTC.

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

SCAG Active Transportation Planning Grant: The City was awarded a grant from the Southern California Association of Governments (SCAG) for the preparation of an Active Transportation Plan (Complete Streets) for Downtown Fullerton and surrounding neighborhoods. This plan will include analysis of existing conditions as well as a plan for improved wayfinding, pedestrian and cyclist safety and connectivity between the Fullerton Transportation Center, Downtown Fullerton and Fullerton College.

Safe Routes to School Project: A project to implement safe routes to school strategies (i.e. crosswalk painting, signage, sidewalks, bicycle lanes, etc.) identified at Title 1 Fullerton School District Elementary School sites or approved elementary schools within the City limits. Title 1 Fullerton School District Elementary School sites are:

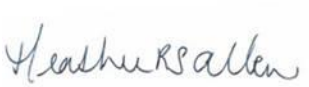
- Commonwealth Elementary - 2220 E. Commonwealth Ave

- Maple Elementary School - 244 E. Valencia Dr
- Orangethorpe Elementary School - 1400 S. Brookhurst Rd
- Pacific Drive Elementary School - 1501 W. Valencia Dr
- Raymond Elementary School - 517 Raymond Ave
- Richman Elementary School - 700 S. Richman Ave
- Valencia Park Elementary School - 3441 W. Valencia Dr
- Woodcrest Elementary School - 455 W. Baker Ave

Finally, Fullerton imposes a Traffic Impact Mitigation fee on all new development, as identified in Chapter 21.30 of the Fullerton Municipal Code. The City Council Resolution adopting the fees and the list of fees is included as Attachment F.

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

Sincerely,



Heather Allen, AICP
Planning Manager

Attachment A - The Fullerton Plan Mobility Element Goals and Policies
Attachment B – The Fullerton Plan Bicycle Element Goals and Policies
Attachment C – The Fullerton Plan Growth Management Element Goals and Policies
Attachment D – Mitigation Monitoring Program – Mitigation Measure TR-1
Attachment E – The Fullerton Plan Transportation Demand Management; Zoning Ordinance excerpt
Attachment F – City Council Resolution No. 2013-54 and Impact Fee Schedule

Attachment A

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.

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.

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.

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.

Attachment B

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.

Attachment C

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.

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.

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.

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							
					Verification of Compliance		
	Mitigation Measure	Monitoring Timing/Frequency	Reporting Requirements	Enforcing, Monitoring Agency	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			

ATTACHMENT E
Fullerton Municipal Code Excerpt

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)

Attachment F

RESOLUTION NO. 2013-54

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FULLERTON, CALIFORNIA, MODIFYING CERTAIN FEES AND SERVICE CHARGES

THE CITY COUNCIL OF THE CITY OF FULLERTON HEREBY RESOLVES AS FOLLOWS:

Section 1. The City Council of the City of Fullerton hereby makes the following findings:

A. The City has not updated its fees for service in three years and is not recovering the full cost of some services provided; and
B. City Staff have reviewed the proposed fees and have made certain recommendations for adjustments to the City Council; and
C. The proposed fees do not exceed the cost of providing direct services to particular individuals or groups; and
D. It is equitable that the City of Fullerton be compensated for providing such direct services.

Section 2. All fees set forth in this Resolution except for Community Development fees are hereby adopted and will take effect immediately.

Section 3. Community Development fees are hereby adopted and will take effect on January 1, 2014.

Section 4. Resolution No. 10-40 is hereby repealed with the exception of the Engineering and Maintenance Services fees.

ADOPTED BY THE FULLERTON CITY COUNCIL ON OCTOBER 1, 2013.

Bruce Whitaker

Bruce Whitaker, Mayor

ATTEST:

Lucinda Williams, City Clerk

October 28, 2013

Date

COMMERCIAL/INDUSTRIAL FEES
Fullerton Community Development Department

SANITATION (per sq ft) ..... See Attached

New construction & additions (minimum fee, see attached)

Fullerton Unified School District (per sq ft) $0.56*
(Based on sq ft for new construction and additions)

Traffic Impact Mitigation (per sq ft)

Sqft. Retail, service, non-listed	.....	$1.74
Sqft. Office	.....	$0.98
Sqft. Medical office	.....	$1.26
Sqft. Sit-down restaurant, bars, min. 13 seats	.....	$5.04
Sqft. Fast food, drive-thru, takeout	.....	$12.57
Sqft. Hospital	.....	$0.41
Sqft Church, synagogue, temple	.....	$0.27
Sqft Manufacturing, assembly, processing	.....	$0.35
Sqft Mini storage	.....	$0.08
No. of rooms hotel/motel	.....	$241.80
No. of beds elderly nursing/residential care	.....	$66.96
Per licensed student/day	.....	$306.90
Com/Rec/Entertain uses no. of trips	.....	$186.00

Building Permit (based on sq ft., type of construction, a/c & sprinklered) ..... to be determined.

Electrical Permit (minimum fee/based on number of items $145.07

Plumbing Permit (minimum fee/based on number of items) $145.07

Mechanical Permit (minimum fee/based on number of items) $145.07

Sewer Permit (minimum fee) $145.07

Demolition Permit (minimum deposit $1.57 sq ft.)* $145.07

Grading Permit (required if grading >50 cubic yards) ..... to be determined

For further information, please contact the following Departments:
General Engineering (714) 738-6845
Water Engineering (714) 738-6886
Planning Div (714) 738-6559
BUILDING DIVISION (714) 738-6541

Rev. 7/2016
Phone numbers updated 1/16/2016
S:DevSrvDoc\BUILDING\FrontCounterDoc\FEE INFO

**FEES SUBJECT TO CHANGE

RESIDENTIAL FEES
City of Fullerton
Community Development Department

Park Dwelling/Unit	$11,700.00
Sanitation Fee	**
5+ Bedrooms	$5154.00
4 Bedrooms	$4414.00
3 Bedrooms	$3710.00
2 Bedrooms	$3004.00
1 Bedrooms	$2298.00

Fullerton Unified School District ..... ** $3.48
(Based on habitable sq. ft. for new construction and habitable additions > 500 sqft.)

Traffic Impact Mitigation

Primary S.F.D.	$325.50
Secondary/Granny Unit	$195.30
Detached home in PRD Zone	$325.50
Attached unit in PRD Zone	$195.30
Multifamily Units	$195.30
Senior Citizen Apts. / Life Care unit	$83.70

Building Permit ..... (to be determined)
(based on sq. ft., type of construction, a/c, & sprinklered)

Electrical Permit (Min. Fee) $145.07
(based on number of items)
(new construction based on sq. ft. and exterior number of items)

Plumbing Permit (Min. Fee) $145.07
(based on number of items)

Water Heater Permit $42.07

Mechanical Permit (Min. Fee) $145.07
(based on number of items)

Demolition Permit $145.07
Minimum bond deposit (deposit = $1.57 per sq ft)

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Grading Permit (req. if grading > 50 cubic yard) ..... (to be determined)

For more information, please contact the following Departments:
Public/Street/Traffic (714) 738-6845
Planning/Zoning (714) 738-6559
Building (714) 738-6541
Water Engineering (714) 738-6886