CHAPTER 5: IMPLEMENTATION AND ADMINSTRATION

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	3rd Quarter 2010	City Hall	Incorporate public concerns and comments into the document	Public meeting process
Planning	Prepare General Plan Map Amendments	3rd Quarter 2010	NA	Comply with State Planning Law	Prepare amendments
Planning	Prepare Zoning Ordinance and Map Amendments	3rd Quarter 2010	NA	Comply with State Planning Law	Prepare amendments
FTC Specific Plan Team	Prepare Statement of Overriding Considerations for CEQA (if necessary)	3rd 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	4th 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	4th 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)	4th Quarter 2010	City Hall	Comply with State Planning Law	Prepare documents
Planning/FTC Specific Plan Team	Prepare Mitigation Monitoring and Reporting Program	4th Quarter 2010	NA	Comply with CEQA and provide clear mitigation direction to developers and staff	Prepare documents
Planning	File Notice of Determination	4th 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	4th 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.	4th 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	4th 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	4th 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	4th 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)	4th 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	4th 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	4th Quarter 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.	4th Quarter 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)	4th 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)
FEDERAL ECONOMIC DEVELOPMENT ADMINISTRATION (EDA) 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.

Federal (F)
FEDERAL HIGHWAY ADMINISTRATION DEPARTMENT OF TRANSPORTATION (DOT) 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.
U.S. FEDERAL HIGHWAY ADMINISTRATION (FHWA) TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PILOT PROGRAM (TCSP) 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.

Federal (F)
Environmental Protection Agency (EPA) Program Grants 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.
FTA Metropolitan Planning Program 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.

Federal (F)
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 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.
TOD Housing Program 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

Federal (F)
grant program is in the third and final round of funding. Completion of the third round is expected in early 2010.
Energy Efficient Conservation Block Grant (EECBG) 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.
Large Urban Cities Transit Grant(Federal Transit Administration) 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

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.
Bus and Bus Facilities 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.

State (S)
Infrastructure State Revolving Fund Program of the California Infrastructure and Economic Development Bank (CIEDP) 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.
Building Equity and Growth in Neighborhoods Program (BEGIN) 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.

State (S)
CalHome Program 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.
Code Enforcement Grant Program (CEGP) The CECP 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.

State (S)

MULTIFAMILY HOUSING PROGRAM (MHP)

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.

PREDEVELOPMENT LOAN PROGRAM (PDLP)

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.

State (S)

AFFORDABLE HOUSING INNOVATION PROGRAM – LOCAL HOUSING TRUST FUND PROGRAM (LHTF)

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.

AMERICAN RECOVERY AND REINVESTMENT ACT-COMMUNITY DEVELOPMENT BLOCK GRANT RECOVERY PROGRAM (CDBG-R)

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:

State (S)
$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.
Downtown Rebound Capital Improvement Program (DRP)
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.

State (S)
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.

State (S)
HOME INVESTMENT PARTNERSHIPS PROGRAM (HOME) 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.
HOUSING RELATED PARKS PROGRAM 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

State (S)
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 ities, 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

State (S)
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.
Infill Infrastructure Grant Program (IIG) 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.

State (S)
Multifamily Housing Program (MHP) 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.
Workforce Housing Reward Program 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.

State (S)
STATE WATER RESOURCES CONTROL BOARD NONPOINT SOURCE WATER POLLUTION CONTROL GRANTS 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.
CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (CIEDB) 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.

State (S)
CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY SUSTAINABLE COMMUNITIES LOAN AND GRANT PROGRAM 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.

State (S)
Integrated Waste Management Board Sustainable Building Grants 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.
Trade and Commerce Agency Renewable Energy Loan Guarantee Program 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.

Local and Regional (L)
City General Fund 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.
Redevelopment Agency (RDA) Tax Increment Revenue and Housing Set-Aside 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.
General Obligation Bonds (G.O. Bonds) G.O. Bonds may be used to acquire, construct, and improve public capital facilities and real property; however, they

Local and Regional (L)
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.
Revenue Bonds 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.
Development Incentive Programs Incentive programs are created to encourage the private sector to provide the desired public improvement.
Business Improvement Areas (BIAs) 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:

Local and Regional (L)
▪ 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 A BIA could be established within the FTC Specific Plan Area.
Landscape and Lighting Maintenance District (LMDs) 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.
Special Benefit Assessments 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

Local and Regional (L)
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.
Parking Fees 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.

Local and Regional (L)
Development Impact Fees 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.

Private and Nonprofit (P)
PRIVATE DONATIONS 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.
DONOR PROGRAMS 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.

This page intentionally left blank.