



Appendix H-B:

Residential Land Resources

California Housing Element Law requires that cities demonstrate they have adequate sites to meet their share of regional housing needs as determined through the Regional Housing Needs Assessment (RHNA) process. This appendix includes an evaluation of potential sites in the city that are suitable for future housing development based upon factors including zoning, development standards, and the availability of public services and facilities to accommodate a variety of housing types and incomes.



City Pointe Apartments, 130 E. Chapman Avenue

B.1 Regional Housing Needs

At the beginning of each Housing Element cycle, the California Department of Housing and Community Development (HCD) assigns a total housing need for the planning period to each region. This total housing need is based upon the number of additional units needed to accommodate anticipated household growth, to replace expected demolitions and conversions of housing units to non-housing uses, to achieve a future vacancy rate that allows for healthy functioning of the housing market and eliminate existing overpayment and overcrowding. Additional information regarding the RHNA process may be found at: <https://scag.ca.gov/housing>.



The Southern California Association of Governments (SCAG), the Council of Governments (COG) representing the region, in cooperation with the local jurisdictions, is tasked with the responsibility of allocating the region’s projected new housing demand to each jurisdiction. The allocation is further divided into four income categories:

- Very-low income: Up to 50 percent of the median income;
- Low income: 51 percent to 80 percent of the median income;
- Moderate income: 81 percent to 120 percent of the median income; and,
- Above-moderate income: more than 120 percent of the median income.

The RHNA for the 6th Housing Element cycle allocates housing needs for the period from June 30, 2021 to October 15, 2029. The RHNA identifies the City of Fullerton’s share of the region’s housing needs as 13,209 new housing units, distributed among income categories as shown in Table B-1. The RHNA represents planning goals and is not a development prediction, quota or mandate.

Table B-1 Regional Housing Needs Assessment, 2021-2029

	Total Need	Very-low Income	Low Income	Moderate Income	Above-Moderate Income
Units	13,209	3,198*	1,989	2,271	5,751

*Regional housing needs allocation for extremely-low-income units is 1,599 units (assumed 50% of the very-low income need).

Source: SCAG 2021

B.2 Methodology for Inventory of Sites to Accommodate Regional Housing Needs

Table B-2 summarizes the City’s inventory of sites with potential for residential development during the planning period compared to its assigned share of regional housing needs. The following analysis describes the methodology used to estimate residential development potential and proposed actions to ensure adequate capacity to accommodate the City’s assigned share of regional housing needs during the planning period.

Table B-2 Potential Residential Development Compared to RHNA

	Units by Income Category			
	Very low	Low	Moderate	Above Moderate
Approved and Pending Projects (Table B-3)	67	127	129	2,184
Potential ADUs	90	155	108	10
Surplus Land (Table B-5)	7	5	0	117
Total Existing Potential	164	287	237	2,311
Candidate Sites for Rezoning				
Housing Incentive Opportunity Zone (Table B-12)	3,330	1,852	3,434	3,568
Total Potential Residential Development	3,686	2,233	4,020	6,246
RHNA (2021-2029)¹	3,198	1,989	2,271	5,751
Surplus	296	150	1,400	128

Source: City of Fullerton, 2024



B.2.1 Approved and Pending Projects

Projects that have been approved or are in the planning process and are expected to be completed during the planning period are listed in Table B-3. Units are assigned to income levels based on expected market prices or affordability covenants.

Table B-3 Approved and Pending Projects

Project Name/Location	Income Level					Status	Affordability Mechanism
	Very-low Income	Low Income	Moderate Income	Above-Moderate Income	Total		
Approved Projects							
Casa Bella / Highland & Valencia	1	-	-	19	20	Approved 2021; Completion expected spring 2025	Deed Restriction
The Hub / Chapman & Commonwealth	-	-	-	377	377	Approved 2022; Completion expected winter 2024	N/A
Streetlights / Orangethorpe & Lemon	19	-	-	310	329	Approved 2023; Completion expected spring 2024	Development Agreement
The Pines at Sunrise Village / Euclid & Rosecrans	-	-	-	113	113	Approved 2023; Completion expected winter 2024 2025	N/A
Pathways of Hope	-	5	15	-	20	Approved 2023; Completion expected winter 2025	Deed Restriction
The Tracks at Fullerton Station	13	-	-	128	141	Approved 2023; Completion expected winter 2025	Development Agreement
245 N. State College Boulevard	4	-	21	-	25	Approved 2023; Completion expected spring 2025	Deed Restriction
Pointe Common	30	7	28	-	65	Approved 2023; Completion expected spring 2025	Development Agreement
Coyote Hills West	-	-	-	760	760	Approved 2020; Completion expected spring 2025	N/A
Projects In Entitlement Review Process							
Amerige Fullerton	-	-	2	6	8	In Review	Deed Restriction
Orangethorpe Mixed Use	-	-	63	-	63	In Review	Development Agreement
737 N. Highland Avenue	-	-	-	13	13	In Review	N/A
1705-1725 N. Placentia Ave	-	115	-	458	573	In Review	Deed Restriction
Totals	67	127	129	2,184	2,507		

Source: City of Fullerton, 2024

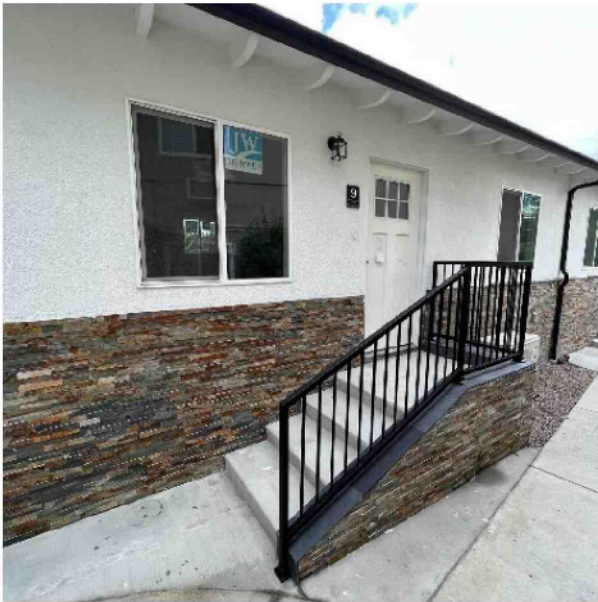
B.2.2 Potential Accessory Dwelling Units

Accessory dwelling units (ADUs) represent a significant opportunity for affordable housing, particularly for single persons or small households including the elderly, college students, young adults, and caregivers.



Recent changes in State law have made the construction of ADUs more feasible for homeowners, and the City has seen a corresponding substantial increase in ADU production over the past five years. Table B-4 shows the number of ADU building permits issued between January 2018 and December 2023. The City issued an average of 45.3 building permits per year since 2018. Therefore, the City can assume that a total of 363 ADUs will be permitted between 2021 and 2029. Based on a 2021 analysis conducted by SCAG¹, the expected income levels of future ADUs are as follows:

- Extremely low: 15%
- Very low: 10%
- Low: 43%
- Moderate: 30%
- Above moderate: 2%



ADUs at 1700 Peppertree Lane (left) and 2418 Thorn Place (right)

Table B-4 Accessory Dwelling Unit Construction, 2018 – 2023

Year	ADU Building Permits Issued
2018	17
2019	36
2020	53
2021	30
2022	67
2023	69
Total	272

¹ Southern California Association of Governments. " SCAG Regional Accessory Dwelling Unit Affordability Analysis." (accessed September, 2023). https://scag.ca.gov/sites/main/files/file-attachments/adu_affordability_analysis_120120v2.pdf?1606868527



Year	ADU Building Permits Issued
Average per year	45.3

Source: City of Fullerton, 2024

B.2.3 Surplus Land

The Surplus Property Land Act (Government Code Sections 54220-54234) governs the disposal of land no longer necessary for the City’s use or where disposal is otherwise required. Table B-5Table B-5 presents those properties currently declared to provide sites for affordable or mixed-income housing. The City will continue to monitor Surplus Land Act amendments for compliance. The City will facilitate development on the site as described in Policy Action 3.1.f.

Table B-5 Surplus Land

Address	Acres	Potential Density	VL	L	M	AM	Total
100 W Amerige Avenue (Parcels: 032-232-13, 032-232-29, 032-234-28)	2.37	55 dwelling units per acre (du/ac)	7	5	0	117	129
Totals			7	5	0	117	129

1. 100 West Amerige Avenue

100 West Amerige Avenue, commonly referred to as Amerige Court, is a series of three City-owned parcels encompassing approximately two and a half acres. The site is currently used as a free public parking lot. Amerige Court is located within close proximity (0.3 miles / 5-minute walk) of the Fullerton Transportation Center, which provides access to Amtrak, Metrolink, and the OCTA bus system, and it has been identified as having high potential for transit -oriented development. The City of Fullerton is currently seeking proposals for mixed-use developments which maintain public parking capacity while adding retail commercial square footage and housing to the site. Based on the development trends discussed below and summarized in Table B-6, the Amerige Court site is estimated to yield 129 units including 10 percent deed restricted units at a gross density of 55 dwelling units per acre.



B.2.4 Housing Incentive Overlay Zone

To facilitate development of housing in key corridors within the city, Fullerton is developing a zoning overlay called the Housing Incentive Overlay Zone (HIOZ) (Policy Action 3.1-a), which will allow residential uses regardless of underlying zones. The HIOZ is an overlay zone that would provide optional standards and incentives for the development of residential uses on sites designated with base zones that do not allow residential uses (commercial zones including C-G, C-H, C-M, and G-C; industrial zones including M-G and M-P; and the O-P Office Professional zone). This overlay zone would permit the development of housing on the property that incorporates a specified percentage of deed-restricted affordable housing units. To develop the HIOZ, the City worked with property owners, the community-at-large, the development community, the Planning Commission, and City Council to identify underutilized properties where residential is not currently a permitted land use, but the land is generally suitable for housing, and create development standards that would facilitate future residential development. Future development would be built per current practices and include a minimum 10% requirement for affordable housing. Suitability for residential uses was determined through a comprehensive objective screening process.

A list of sites in the HIOZ identified in the Site Inventory is in Section B.3, List of HIOZ Sites. The area of the proposed HIOZ is shown in Exhibit B-1, below.



1. HIOZ Criteria

A scoring system was developed and applied to all properties in the City as follows that are not otherwise constrained by providing a public service or infrastructure (e.g., water well, flood control, road, parking lot, school, park, Edison substation, City facility) or designated on the City's local register of historic places:

- **Tier 4 – 4 points (max 4)**
 - **Under-valued**, where improvement to land value ratio is less than 1 (indicating the land is worth more than the improvements on it).
- **Tier 3 – 3 points each (max 9)**
 - **Within TCAC/HCD Opportunity Areas**, defined by Department of Housing and Community Development (HCD) and the California Tax Credit Allocation Committee (TCAC) as areas whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families.
 - **Within HQTAs**, defined by SCAG as High-Quality Transit Areas in the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as areas within ½ mile from major transit stops and high-quality transit corridors.
 - **Adjacent to Existing Residential**, located within 100 feet; may be outside of City boundaries
- **Tier 2 – 2 points each (max 16)**
 - **Outside of Airport Impact Zone**, defined by the Airport Land Use Commission of Orange County for Fullerton Municipal Airport.
 - **Outside of Local Hazard zones**, noted in the City of Fullerton Local Hazard Mitigation Plan dated May 2020.
- **Tier 1 - 1 point each (max 2)**
 - **Near Schools**, measured a ¼ mile (or 5-minute walk) distance from any public or private school or university.
 - **Near Open Space**, measured a ¼ mile (or 5-minute walk) distance from public parks, trails, or golf courses.

Table B-17 in Section 1.3 presents those properties that meet the City's minimum objective screening criteria score of 16 and have been included in the Site Inventory.

B.2.5 Realistic Capacity

Pursuant to Government Code Section 65583.2(c), the City is required to calculate the realistic number of units (or, realistic development capacity) that can be accommodated on the sites identified. The HIOZ includes a minimum density requirement of 20 dwelling units per acre (du/ac), but it does not impose a limitation on the maximum density of proposed multi-family housing projects. Because the HIOZ will not regulate the maximum density of proposed projects, the City has estimated the realistic achievable density of residential projects on any given site to be based on the acreage of the site and the proposed development standards for the HIOZ.



1. Height Limit

Proposed development standards for the HIOZ and multi-family residential zones (R-G, R-3R, R-3, R-4, and R-5) impose a height limit for structures within 100 feet of existing R-1 zones. If a multi-family structure is located down-slope from an adjacent R-1 zoned property, a 30-foot height limit applies if the grade differential is less than 20 feet, and a 40-foot height limit applies if there is a grade differential of more than 20 feet. There is no height limit on any portion of a property greater than 100 feet from a property with an R-1 zone classification.

Of the 260 HIOZ sites encompassing 332 acres included in the Site Inventory, 116 sites (45 percent) will be impacted by this height limit. However, this constraint will not impact the City's ability to meet RHNA requirements, as shown in Table B-6. Large sites in the Site Inventory that are within 100 feet of a site with R-1 zoning designation are assumed to be subject to the 30-foot height limit for the entirety of the site. This approach provides a conservative estimate of allowable density achievement. For example, the realistic capacity of the shopping center site at 1245 E Wilshire Ave, built in 1957, is assumed to be 65 units based on a gross density of 20 du/ac (the minimum allowed by the HIOZ) on a 3.3 acre site. The site's current FAR is 0.05. Approximately 3.1 acres of the site lies further than 100 feet from an R-1 zone which would not be subject to the height limit. Therefore, the realistic development potential for this site is much higher than what is assumed in the Site Inventory.

2. Mixed-Use Requirement

The HIOZ also includes a mixed-use requirement on all sites larger than one acre along a Major Arterial Highway as designated in the General Plan. Of the 260 HIOZ sites included in the Site Inventory, 19 properties are subject to this requirement. As discussed in detail below in Section B.2.7, recent and planned mixed-use projects developed in Fullerton have relatively small commercial components. The capacity assumptions detailed below consider the potential commercial component of mixed-use projects.

3. Capacity Assumptions

To support the density assumptions of the Site Inventory, an analysis of development trends was conducted for the 28 completed or in-process multi-family projects included in Table B-7. On average, projects developed on sites smaller than one acre achieved densities of approximately 40 du/ac, and projects developed on sites larger than one acre typically achieved densities of approximately 57 du/ac.

Based on the required minimum density of the HIOZ and the densities achieved by the projects listed in Table B-7, the City assumes the following realistic densities on sites included in the HIOZ:

- 20 du/ac (the required minimum density) for any site within 100 feet from an R-1 zone;
- 35 du/ac on sites less than one acre and greater than 100 feet from an R-1 zone;
- 55 du/ac on sites greater than one acre and greater than 100 feet from an R-1 zone.

Table B-6 summarizes the realistic capacity of HIOZ sites.



Table B-6 Realistic Capacity of HIOZ Sites

Size / Location Category	Number of Sites	Total Acreage	Maximum Height	Realistic Density	Total Units
< 1 ac and < 100 ft from R-1	74	43.46	30 feet	20	1,049
> 1 ac and < 100 ft from R-1	38	92.48	30 feet	20	2,207
< 1 ac and > 100 ft from R-1	97	55.05	Unlimited	35	2,200
> 1 ac and > 100 ft from R-1	38	92.48	Unlimited	55	7,650
Totals	260	331.64			12,184



Table B-7 Development Trends (2015 – 2023)

Project	Zoning	Site Acreage	Year of Completion	Total Units	Density Achieved (du/ac)	Previous Use	Previous FAR	Previous Year Built	Previous Lot Coverage	Previous # of Stories	Previous Improvement to Land Value	
Single-Family Projects												
Leguna Estates	R-1-15	2.58	2020	7	2.71	Banquet Hall	0.08	-	8%	1	*	
737 N. Highland Avenue	R-1	1.8	Staff Review	13	7.22	Single Family	0.06	1951	6%	1	0.47	
Citrus Park	SPD	8.6	2016	89	10.34	Auto Dealership	0.47	1973	47%	1	0.89	
Legacy Walk	SPD	1.79	2015	19	10.61	Church	0.12	-	12%	1	*	
Coyote Hills West	SPD	70.3	Approved	760	10.81	Oil Field	0.0	-	0%	0	N/A	
The Pines at Sunrise Village	PHD	9.93	Approved	113	11.38	Commercial	0.11	1977	11%	1	0.33	
Liberty Walk	SPD	3.54	2016	44	12.43	Industrial Uses	0.17	1980	17%	1	*	
Oakmont of Fullerton	O-P	3.29	2022	41	12.46	Medical Offices	0.53	1972	26%	2	*	
1950 Hughes Drive	AHSFD	8.1	2019	115	14.20	Open space	0.0	-	0	0	N/A	
Single-Family Average					10.26							
Multi-Family Projects on Sites Less than 1 Acre												
117 W. Valencia	R-3	0.34	2018	7	20.59	Single-family	0.35	1908	17%	2	+	
Amerige Fullerton	R-3	0.33	Staff Review	8	24.24	Multi Family	0.07	1939	7%	1	0.08	
Brookdale Apts.	R-3-P	0.3	2021	9	30.00	Vacant Lot	0.0	-	0	0	N/A	
245 N. State College Blvd.	R-6	0.71	Approved	25	35.21	Single Family	0.05	1924	8%	1	0.39	
Casa Belle	O-C	0.56	Approved	20	35.71	Commercial	0.25	1965	25%	1	0.5	
A Community of Friends	C-3-E5	0.83	2016	36	43.37	Industrial Uses	0.12	1969	12%	1	*	
Citrus Apartments	SPD	0.99	2018	55	55.56	Manufacturing	0.38	1951	19%	2	+	
Pathways of Hope	R-3	0.28	Staff Review	20	71.43	Residential	0.15	1929	7%	2	0.92	
Multi-family Average (Sites < 1 acre)					39.51							



City of Fullerton
Housing Element

Project	Zoning	Site Acreage	Year of Completion	Total Units	Density Achieved (HU/ac)	Previous Use	Previous FAR	Previous Year Built	Previous Lot Coverage	Previous # of Stories	Previous Improvement to Land Value
Multi-Family Projects on Sites Greater than 1 Acre											
The Groves	SPD	2.72	2016	52	19.12	Auto Dealership	0.32	-	16%	1	*
Pointe Common	M-G	2.3	Approved	65	28.00	Industrial	0.60	1947	60%	1	*
Ventana Senior Apts.	C-3	2.8	2016	95	33.93	Vacant lot	0.0	-	0%	0	*
Orangethorpe Mixed-Use	G-C	1.71	Staff Review	63	36.84	Commercial	0.11	1969	11%	1	0.21
Orangethorpe Apts./Aspect	SPD	6.38	2022	323	50.63	Parking lot	0.0	-	0%	0	N/A
Harbor Walk Apts.	SPD	2.29	2016	142	62.01	Auto dealership	0.24	-	16%	2	*
Ampliffi	C-H; M-G	4.69	2020	295	61.83	Auto Dealership	0.26	-	20%	1	*
The Tracks at Fullerton	SPD	2.13	Approved	140	65.73	Parking Lot	0.0	N/A	0%	0	N/A
Streightlights Fullerton	SPD	4.47	Approved	329	73.60	Commercial	0.67	N/A	67%	1	*
Malden Station	C-3	2.4	2016	200	83.33	Industrial Uses	0.76	-	78%	1	*
The Hub	SPD	3.53	Under Const.	420	118.31	Office	0.45	1975	29%	2	0.67
Multi-family Average (Sites > 1 acre)					57.39						

* Historic improvement value and land value data is not available for these properties. The Orange County Assessor's records do not contain reliable improvement or land value data for many properties, especially for older properties that have not been recently reassessed.



B.2.6 Affordable Housing on HIOZ Sites

State law has established “default” density standards for the purpose of estimating potential units by income range. According to HCD, a density standard of 30 or more units per acre (primarily for higher-density multi-family developments) would facilitate the development of housing in the low- and very low-income categories. In addition, sites rezoned to accommodate the RHNA must be zoned to facilitate the development of at least 16 dwelling units.

In addition to default density standards, the California Legislature established size requirements for parcels intended to support the development of lower-income units. Government Code Section 65583.2 establishes that sites between 0.5 and 10 acres in size which are zoned for residential development at greater than 30 units per acre are suitable for lower-income projects. Very small parcels, even when zoned for high densities, may not facilitate the scale of development required to access competitive funding resources. Conversely, typically lower-resource affordable housing developers may be unable to finance the scale of project necessitated by very large parcels.

The HIOZ does not regulate maximum density; therefore, the estimated realistic density is used to determine a site’s suitability for the development of housing affordable to lower income households. On sites which are between 0.5 and 10 acres in size and have realistic densities greater than 30 dwelling units per acre, 60 percent of the total unit capacity on those sites is assumed to be affordable to lower income households. On sites that do not meet that size and density range criteria, 10 percent of units are assumed to be affordable to lower income households as the HIOZ requires a minimum of 10 dwelling units and a minimum inclusionary requirement of 10 percent deed-restricted units for projects to qualify. The remaining units that are not allocated to lower income categories are divided evenly between moderate- and above moderate-income categories. Table B-8 summarizes the assumed distribution of affordable units on HIOZ sites based on the sites’ size and realistic density.

Table B-8 Percentage of Units Affordable to Lower Income Households

Parcel Size	Realistic Density		
	20 du/ac	35 du/ac	55 du/ac
Less than 0.5 Acres	10%	10%	10%
Between 0.5 and 10 Acres	10%	60%	60%
Greater than 10 Acres	10%	10%	10%

B.2.7 Likelihood of Non-residential Development on HIOZ Sites

A review of previously developed projects in mixed-use zones supports the assumption that mixed-use sites will likely be developed with residential uses. One zone in Fullerton, Central Business District Commercial (C-3), permits both commercial and residential uses. Since 1991, five projects have been completed within the C-3 zone (see Table B-9). Of these five projects, all achieved residential densities exceeding 60 du/ac, and all were developed with a ratio of 10:1 of residential to retail square footage. The average density was 82 du/ac, and the average ratio of residential to retail square footage was 21 to 1. The two most recent mixed-use projects Malden Station and Ventana were completed in 2019 and 2016, respectively. These projects were constructed at densities of 63 and 148 du/ac and with residential to retail ratios of 43:1 and 10:1, respectively.



According to the U.S. Department of Housing and Urban Development's Office of Policy Development and Research, demand for commercial and retail spaces are declining, and demand for housing will remain high for the foreseeable future². Based on this analysis, projects zoned for mixed-use will likely continue to be developed primarily with residential uses.



Pinnacle mixed-use development, 229 E. Commonwealth Avenue

Table B-9 Ratio of Residential to Commercial Floor Space In C-3 Zones

Project Name	Address	Acres	Units	du/ac	Residential SF	Commercial SF	Residential to Retail Ratio	Year Complete
Malden Station	250 W. Santa Fe Ave	2.4	152	63	221,116	5,100	43:1	2019
Pinnacle	229 E. Commonwealth Ave	2.45	192	78	159,804	8,862	18:1	2009
City Pointe	130 E. Chapman Ave	2.07	183	88	158,449	6,531	24:1	2004
Wilshire Promenade	141 W. Wilshire Ave	1.6	128	80	120,000	10,856	11:1	1991
Ventana	345 E. Commonwealth Ave	0.64	95	148	61,576	6,273	10:1	2016
Average		1.8	150	82	144,189	7,524	21:1	

B.2.8 Suitability of Sites

The housing element must analyze the extent to which existing uses may impede additional residential development. Due to a lack of vacant available parcels, the City mostly relies on nonvacant sites to

²U.S. Department of Housing and Urban Development Office of Policy Development and Research. "The Adaptive Reuse of Commercial Space as Housing in California." March, 2022 (accessed September, 2023). <https://www.huduser.gov/portal/pdredge/pdr-edge-featd-article-030822.html>



accommodate its RHNA, including its RHNA for lower-income households. The sites selected for inclusion in the inventory were chosen because they have the highest potential for becoming available for residential development and also have capacity to add significant quantities of units to the City's housing stock.

1. Site Selection Criteria

To select potential sites for residential development, geospatial data was used to identify vacant and underutilized nonvacant properties within the city. The selection of nonvacant parcels was based on the criteria described below. Sites meeting the basic criteria for a high likelihood of development or redevelopment (parcel is currently vacant, there is developer interest to develop residential uses, or the site is currently a surface parking lot) were automatically included in the inventory. Sites that did not meet the basic criteria were scored according to an additional set of six criteria that provide evidence of suitability for redevelopment.

Table B-7 lists 26 projects on previously nonvacant sites that were recently completed or are in progress of being developed. The characteristics of these projects on nonvacant sites, including previous uses, building height, ILV ratio, lot coverage, and FAR were used to establish the likelihood of residential development of the nonvacant sites included in the Site Inventory and informed the selection process of the sites. There are no other known conditions on these sites, including existing leases, that would preclude the additional development detailed in this appendix. Table B-17 lists parcel specific information for all sites including indicators of redevelopment potential based on these criteria. Basic Criteria

The following criteria provide the strongest justification for development and sites meeting one of the following criteria are included in the Site Inventory.

Criterion 1: Vacant Sites

Sites that are currently vacant offer the most feasibility for development. There are two vacant sites included in the Site inventory.

Criterion 2: Surface Parking Lots

Large surface parking lots have potential for redevelopment as these properties have limited existing structures to impede redevelopment in the near term. These sites also meet several additional criteria, described below, including having a low improvement-to-land value ratio and low floor area ratio. As further evidence and as shown in Table B-7, several recently completed and proposed projects on properties with large surface parking areas. There are 11 surface parking lot sites included in the Site inventory.

Criterion 3: Vacant Buildings

Some properties are included in the Site Inventory because the existing conditions or design of the buildings are not meeting the needs of current trends, resulting in high vacancies or vacated buildings. Substantial improvements may be needed to turn around the profitability of the existing uses. Redevelopment into higher value uses may be a more feasible option. There are 6 properties with currently vacant buildings included in the Site Inventory.



Additional Criteria

Sites that did not meet the basic criteria had to meet at least three of the following five additional criteria to be included in the Site Inventory.

Criterion 4: Sites with Single-Story Buildings

Parcels with existing single-story buildings have potential for redevelopment due to the potential to add floor area by increasing building height. The adoption of the HIOZ will allow residential development without a height or density limit on sites that are at least 100 feet from an R-1 zoned parcel. These development standards specific to HIOZ sites will significantly increase the development potential of these sites well above the maximum FAR and height allowed by the base zoning for the site, which is a FAR of 0.35 on commercially zoned sites and 45 feet on industrial zoned sites. Development according to the base zoning development standards typically does not exceed one or two stories. As shown in Table B-7, 16 recently completed or proposed projects (57 percent of projects analyzed) have or will redevelop properties with existing single-story buildings. An additional six recently approved or completed projects (21 percent of projects analyzed) will redevelop sites with existing buildings that are two stories. Of the 258 nonvacant HIOZ sites included in the inventory, 89 percent have existing one-story buildings and another 9 percent have two-story buildings.

Criterion 5: Improvement-To-Land Value Ratio

A parcel's improvement-to-land value (ILV) ratio is an indication that a site is potentially underutilized. Where the value of improvements on a parcel is less than the value of the land itself (an ILV ratio of less than 1.0), the site is typically underutilized and has a higher potential for redevelopment. The County of Orange does not make historic improvement or land values available, therefore it is difficult to establish a trend of recently redeveloped property's pre-construction ILV ratio. Given the ILV data available from proposed projects shown in Table B-7, properties with pre-construction ILV ratios as high as 0.92 have or will be redeveloped with high density residential projects. Redeveloped properties in cities in Orange and Los Angeles Counties that are comparable to Fullerton in terms of patterns of residential development, had pre-construction ILV ratios that were even higher than 0.92. Therefore, a maximum ILV ratio threshold of 1.0 was used for this criterion.



It should be noted that the Orange County Assessor's records do not contain reliable data for many properties, especially older properties that have not undergone a reassessment (which is triggered by a change in ownership or significant improvements). For example, several sites included in the inventory have anomalously high ILV ratios (6.0+) when compared to surrounding properties resulting from out of date land value assessments. These properties are likely to have much higher redevelopment potential than what is suggested by the ILV ratio.

Criterion 6: Floor Area Ratio (FAR)

Sites with existing structures with an FAR lower than what is permitted by the Zoning Ordinance often indicate that the site is underutilized, especially in higher density areas such as Downtown and along corridors. Sites with structures with low FAR are easier to redevelop compared to developed sites with structures with a higher FAR, since structures with a high FAR would be costly to demolish. The development trends shown in Table B-7 demonstrate that successfully redeveloped nonvacant sites had structures with an average FAR of 0.30, although for some projects, the FAR of the existing structure was as high as 0.78. Therefore, a maximum threshold of 0.5 FAR was used for this criterion.

The adoption of the HIOZ will allow residential development without height, density, or FAR limitations as long as the building is further than 100 feet from and R-1 zoned parcel. These development standards specific to HIOZ sites will significantly increase the development potential of these sites well above the maximum FAR of 0.35 allowed on commercially zoned sites and the 45 foot height limit in industrial zone districts. The HIOZ would allow projects similar to the recently completed Aspect Apartments and Malden Station projects which achieved FARs as high as 2.75 – more than tripling the FAR of the property prior to redevelopment.

Similar to the trends of recent nonvacant projects listed in Table B-7, all nonvacant parcels identified in the Site Inventory have an FAR of 0.5 or less.

Criterion 7: Age of Structure

Sites with existing structures that were built prior to 30 years ago have a higher potential for redevelopment than sites with newer structures. If there is a relatively new structure on a site, the property owner is less likely to invest in additional improvements or redevelopment on the site during the eight-year planning period. All structures on HIOZ sites included in the inventory are over 30 years old, and the average structure age on nonvacant sites is 55 years old. As shown in Table B-7, recent development trends indicate that nonvacant sites with structures built as late as 1980 redeveloped with high density residential. Therefore, sites with structures built before 1981 meet this criterion. Parcels with no structures (vacant or surface parking) are noted as meeting this criterion.



Criterion 8: Lot Coverage

Low lot coverages (as compared with surrounding development and the maximum that is allowed on the site) often indicate underutilization, especially in downtown areas or areas transitioning from an auto-oriented development pattern to a more walkable or transit-oriented development pattern. The development trends shown in Table B-7 demonstrate that recently redeveloped nonvacant sites had an average pre-redevelopment lot coverage of 23 percent with some projects occurring on parcels with 77 and 78 percent lot coverage. The City utilized a threshold of 50 percent for this criterion.

The HIOZ will allow large residential and mixed-use projects similar to the recently completed Aspect Apartments, Amplifi Apartments, Malden Station, and Citrea projects as well as several recently approved residential projects including The Hub, Streetlights Fullerton, and The Tracks at Fullerton Station, which all used innovative design and planning to maximize the use of the respective parcels. These projects utilized high lot coverage buildings to redevelop surface parking, maximize unit yield, and create an urban streetscape.

2. Redevelopment of Sites with Existing Uses

Current market conditions, described in detail below, indicate that there is a reasonable likelihood that certain existing uses have a higher potential for site redevelopment.

Table B-10 lists the current uses of nonvacant sites that have been included in the Site Inventory. Of the 332 acres of identified land, 40 percent is occupied by existing commercial, retail, office, or restaurant uses; 48 percent are on existing industrial sites; 10 percent are on auto services sites; and 1 percent are on other types of sites.

All of the uses listed in Table B-11 can reasonably be expected to be redeveloped based on recent development trends shown in Table B-7. Land with comparable uses and site characteristics as HIOZ sites included in this inventory have been or are being redeveloped into housing with a range of acreages, unit counts, and densities. Many of these projects have included or will include affordable housing units along the same corridors where many HIOZ sites are located. The Commonwealth Avenue corridor has seen multiple large-scale residential projects developed recently including the Ventana Apartments and Amplifi apartments as well as the Pointe Common project which is currently under construction. Similarly, Harbor Walk Apartments (completed in 2016), Aspect Apartments (completed in 2022), the recently approved Streetlights Fullerton project, as well as multiple HIOZ sites are all located along the Harbor Boulevard corridor.



Table B-12 Existing Uses of Inventory Sites

Existing Use	Number of Parcels	Total Acres	Number of Units	Percent of Total Inventory
Bowling Alley	1	4.02	221	1.8%
Community Shopping Plaza	19	34.84	1,548	12.6%
Medical Offices	14	20.68	677	5.5%
Offices	31	24.96	818	6.6%
Restaurant	20	13.71	382	3.1%
Single Tenant Retail	12	10.64	297	2.4%
Vacant Commercial Building	6	7.2	156	1.3%
Small Retail Strip	26	21	779	6.3%
Total Retail, Motel, Office, and Restaurant	129	137.05	4,878	39.6%
Industrial (General)	48	106.39	4,218	34.3%
Industrial Building (Multi-tenant)	23	44.54	1,691	13.7%
Total Industrial	71	150.93	5,909	48.0%
Auto Repair and Related Uses	23	14.77	467	3.8%
Car Wash	5	3.65	136	1.1%
Parking Lot	8	5.61	191	1.6%
Vehicle Sales / Rentals	14	11.95	401	3.3%
Vehicle Storage	2	1.48	37	0.3%
Total Auto Services	52	37.46	1232	10.0%
Childcare/Preschool	2	1.62	70	0.6%
Scrap / Salvage yard	2	1.3	31	0.3%
Single Family Residential*	2	2.03	40	0.3%
Vacant	2	1.25	24	0.2%
Total Other	8	6.2	165	1.3%
Totals	260	331.64	12,184	100.00%

*Note: Existing single-family residential uses are legal non-conforming in the General Commercial (G-C) and General Manufacturing (M-G) zones.



Sites with Existing Commercial, Retail, and Office Uses

Paralleling nationwide trends, commercial centers and corridors in Fullerton have been impacted by temporary store closures as a result of the COVID-19 pandemic and rise of internet commerce, and commercial property owners are adapting to market trends. Even before the COVID-19 pandemic, a 2018 study of American cities showed that public parking occupancy rates were declining in city centers and that there was an oversupply of parking to accommodate local demand³. Evolving shopping patterns are changing retail landscape in favor of “placemaking,” which favors the relationship between housing proximity, foot traffic, and retail demand. Strategic development of mixed uses enhances the public realm and increases overall commercial and economic activity.

Analysis of development trends on nonvacant sites in Fullerton (shown in Table B-7) shows a recent and accelerating trend of conversion of commercial and office spaces to residential units. Generally, retail buildings on the identified sites are aging and many have experienced higher tenant turnover in recent years. As of August 2023, development applications are under review for five residential projects (The Pines at Sunrise Village, Casa Bella, Orangethorpe Mixed-Use, Streetlights Fullerton, and The Hub) with existing office or commercial uses. Each of these projects will be developed on sites with structures built prior to 1980 and existing floor area ratios between 0.11 and 0.68. Upon their completion, these projects will create a total of 945 units on 22 acres with an average density of 55 du/ac. Two additional residential projects developed in 2020 and 2022 were recently completed on nonvacant sites: a Banquet Hall located on a 2.6-acre site which was redeveloped into 7 residential units, and a medical office building located on a 3.3-acre site was redeveloped into 41 residential units. Notably, the redevelopment projects that are currently in process will achieve an average density that is higher than completed projects, demonstrating an upward trend in residential density achievement on nonvacant sites.

There is developer interest in redeveloping sites with existing commercial uses, even sites with multiple tenants. During the preparation of the HIOZ and this housing element, the owners of three shopping centers (Fullerton Crossing, College Plaza, and the shopping center at the northeast corner of Harbor Boulevard and Imperial Highway) have contacted City staff to express support for these properties to be included in the HIOZ and interest in residential redevelopment. Property owners cite high-tenant turnover and extended periods of vacancy in commercial uses as reasons for pursuing development of residential uses on these properties.

Additionally, two pieces of state legislation designed to streamline conversion of office, retail, and parking uses into residential uses that came into effect as of July 1, 2023, are expected to accelerate repurposing of existing office, retail, and parking spaces. The bills are summarized below:

- AB 2011 creates a CEQA-exempt, ministerial approval process for multifamily housing developments on sites within a zone where office, retail or parking are the principally permitted use. The law provides for slightly different qualifying criteria depending on whether the project is for 100 percent affordable projects or for mixed-income projects located in commercial corridors. AB 2011 projects must pay prevailing wages to construction workers and meet other labor standards.

³ Research Institute for Housing America. 2018. Quantified Parking: Comprehensive Parking Inventories for Five U.S. Cities. https://www.mba.org/docs/default-source/research---riha-reports/18806-research-riha-parking-report.pdf?sfvrsn=d59a2d33_0





- SB 6 allows residential use on commercially zoned property without requiring rezoning, provided projects fulfill criteria outlined in the bill. Projects proposed under SB 6 may be either 100 percent residential or mixed-use projects where at least 50 percent of the square footage is dedicated to residential uses. Unlike projects which invoke AB 2011, SB 6 projects are not exempt from CEQA. SB 6 projects are required to pay prevailing wages and utilize a skilled and trained workforce.

As a result of Southern California's ongoing housing shortage and declining retail and office demand, the trend of redevelopment of commercial and office properties to residential is expected to continue for the foreseeable future⁴. Based on recent development trends, combined with regional trends described above, existing uses on nonvacant sites are not an impediment to additional development will not impede future residential development.




Table B-13 shows the existing uses of several representative examples of HIOZ sites with existing commercial, retail, and office uses included in the inventory. These sites show indicators of potential redevelopment.

Table B-13 Commercial, Retail and Office Use Representative Sites

Site Address	Criteria Met	Description	Size (Acres)	Capacity (Units)	Aerial Image
4030 – 4100 N Harbor Blvd.	4, 6, 7, 8	Single-story commercial shopping center with surface parking lot. The center has experienced high tenant turnover, and the owner has expressed interest in residential redevelopment. With the HIOZ, site capacity will be approximately 549 units. This site has an ILV ratio of 1.11 and a FAR of 0.29. Recent or planned projects with similar predevelopment characteristics: 415 S. Highland Ave. (FAR 0.25, ILV ratio 0.50) Aspect Apartments (FAR 0.10, shopping center) Streetlights Fullerton (FAR 0.67)	10.4	549	
1245 E Wilshire Ave	4, 5, 6, 7, 8	Single-story vacant commercial building with surface parking. Building has been vacant for at least 13 years. With the HIOZ, the site could support the development of at least 65 units. This site has an ILV of 0.30 and a FAR of 0.05, significantly lower than the average ILV of development trends and pipeline projects and the maximum potential of the HIOZ. Recent or planned projects with similar predevelopment characteristics: Liberty Walk (FAR 0.17) Orangethorpe Mixed-use (FAR 0.11, ILV ratio 0.21) Harbor Walk Apartments (FAR 0.24)	3.26	65	

⁴U.S. Department of Housing and Urban Development Office of Policy Development and Research. "The Adaptive Reuse of Commercial Space as Housing in California." March, 2022 (accessed September, 2023). <https://www.huduser.gov/portal/pdredge/pdr-edge-featd-article-030822.html>



Site Address	Criteria Met	Description	Size (Acres)	Capacity (Units)	Aerial Image
1000 West Ave.	4, 5, 6, 7, 8	<p>Single-story small commercial strip with surface parking. Center built in 1963 has seen significant tenant turnover in recent years. HIOZ could support the development of at least 19 dwelling units. This site has an ILV of 0.24 and an FAR of 0.30, significantly lower than the average ILV ratio of development trends and pipeline projects and the maximum potential of the HIOZ.</p> <p>Recent or planned projects with similar predevelopment characteristics: Casa Bella (FAR 0.25, ILV ratio 0.50) Liberty Walk (FAR 0.17) Legacy Walk (FAR 0.12, ILV 0.21) Harbor Walk Apartments (FAR 0.24)</p>	0.95	19	
910 S Euclid St.	2, 4, 5, 6, 7, 8	<p>Surface parking lot in need of resurfacing. HIOZ could support the development of at least 22 dwelling units. Site is well located near groceries, transit, services, and existing residential.</p> <p>Recent or planned projects with similar predevelopment characteristics: The Groves (FAR 0.08) Brandywine Homes (townhome development on gravel lot) Legacy Walk (FAR 0.12, ILV ratio 0.21) Citrus Park (townhome development on former auto sales lot)</p>	1.13	22	
2700 - 2720 W Orangethorpe Ave.	4, 5, 6, 7, 8	<p>Two single-story single-tenant commercial buildings with surface parking built in the early 1960s. HIOZ could support the development of at least 27 dwelling units across both sites. This site has an ILV ratio of 0.11 and 0.76 respectively and an average FAR of 0.24, significantly lower than the average ILV ratio of development trends and pipeline projects and the maximum potential of the HIOZ.</p> <p>Recent or planned projects with similar predevelopment characteristics: Casa Bella (FAR 0.25, ILV ratio 0.50) 245 N. State College Blvd. (ILV ratio 0.39) Citrea Apartments (FAR 0.38) Harbor Walk Apartments (FAR 0.24)</p>	0.82	27	



Sites with Existing Industrial Uses


As shown in Table B-7, between 2016 and 2018, four projects (Liberty Walk, A Community of Friends, Citrea Apartments, and Malden Station) developed a total of 683 units across 21 acres which were previously occupied by industrial or manufacturing uses. These sites developed at an average density of 40 du/ac. Two additional projects on former industrial sites are currently in process. The Coyote Hills West project will develop 1,011 units across 70 acres of a former oil field, and the Pointe Common project will develop 64 units on a 2.5 acre industrial and material storage site. Together, these two projects will develop at an average density of 18 du/acre. The combined average density for all projects on industrial sites (recently completed and in process) is 39 du/ac.

These projects demonstrate the feasibility of projects which convert industrial sites into medium- and high-density residential uses in spite of the additional costs and complexity typically involved with these types of projects. This trend is likely to continue through this housing cycle.

While successful conversion of commercial and retail uses to residential uses has occurred in Fullerton, extra consideration may be necessary to ensure that these sites do not include environmental health risks. Site remediation and hazard mitigation measures can be undertaken concurrently with the redevelopment of a site, and, in most cases, these measures are not prohibitively costly. Additional discussion of the redevelopment potential of sites with known environmental conditions due to toxic release can be found below in Section B.2.9 Environmental Constraints.

Table B-14 shows the existing uses of several representative examples of HIOZ sites with existing industrial uses included in the inventory. These sites show indicators of potential redevelopment.

Table B-14 Industrial Use Representative Sites

Site Address	Criteria Met	Description	Size (Acres)	Capacity (Units)	Aerial Image
2041 W Commonwealth Ave.	4, 5, 6, 7, 8	<p>Small industrial building with materials storage yard built in 1971. With HIOZ, site capacity is approximately 29 units. This site has an ILV ratio of 0.38 and a FAR of 0.20, well within the range of recent nonvacant sites to redevelop.</p> <p>Recent or planned projects with similar predevelopment characteristics:</p> <ul style="list-style-type: none"> Pointe Common (FAR 0.60, industrial site) A Community of Friends (FAR 0.12, Industrial site) Citrea Apartments (FAR 0.38, Industrial site) 	0.83	29	



City of Fullerton
Housing Element

Site Address	Criteria Met	Description	Size (Acres)	Capacity (Units)	Aerial Image
204 S Richman Ave.	4, 5, 6, 7, 8	<p>Small, aging industrial building with materials storage yard. With HIOZ, site capacity is approximately 29 units. This site has an ILV ratio of 0.43 and a FAR of 0.25, well within the range of recent nonvacant sites to redevelop.</p> <p>Recent or planned projects with similar predevelopment characteristics: Pointe Common (FAR 0.60, industrial site) A Community of Friends (FAR 0.12, Industrial site) Citrea Apartments (FAR 0.38, Industrial site)</p>	0.84	29	
720 E Walnut Ave.	4, 5, 6, 7, 8	<p>Aging industrial building with materials storage yard built in 1957 adjacent to existing residential. With HIOZ, site capacity is approximately 17 units. This site has an ILV ratio of 0.63 and a FAR of 0.44, well within the range of recent nonvacant sites to redevelop.</p> <p>Recent or planned projects with similar predevelopment characteristics: Pointe Common (FAR 0.60, industrial site) A Community of Friends (FAR 0.12, Industrial site) Citrea Apartments (FAR 0.38, Industrial site)</p>	0.86	17	
924 E Walnut Ave.	4, 5, 6, 7, 8	<p>Aging industrial building with materials storage yard built in 1955 adjacent to existing residential. With HIOZ, site capacity is approximately 18 units. This site has an ILV ratio of 0.27 and a FAR of 0.25, well within the range of recent nonvacant sites to redevelop.</p> <p>Recent or planned projects with similar predevelopment characteristics: Pointe Common (FAR 0.60, industrial site) A Community of Friends (FAR 0.12, Industrial site) Citrea Apartments (FAR 0.38, Industrial site)</p>	0.93	18	



Site Address	Criteria Met	Description	Size (Acres)	Capacity (Units)	Aerial Image
131 N Gilbert St.	4, 5, 6, 7, 8	<p>Aging industrial building with surface parking and material storage yard. With HIOZ, site capacity is approximately 97 units. This site has an ILV ratio of 0.53 and a FAR of 0.60, well within the range of recent nonvacant sites to redevelop.</p> <p>Recent or planned projects with similar predevelopment characteristics:</p> <ul style="list-style-type: none"> Pointe Common (FAR 0.60, industrial site) Malden Station (FAR 0.78, industrial site) Citrea Apartments (FAR 0.38, Industrial site) 	1.78	97	




Sites with Existing Auto Services and Parking Lots

Development trends in Fullerton (shown in Table B-7) demonstrate the feasibility and likelihood of conversion of auto service areas to residential uses. Since 2016, four projects (Citrus Park, The Groves, Amplifi, and Harbor Walk Apartments) have developed 543 units on the site of former auto dealerships. Similarly, the Aspect project developed 323 apartments on an underutilized parking lot at the Orangefair Marketplace. The average density of these projects is 45 du/ac. In addition, approved in 2023, the Tracks at Fullerton project will develop 141 residential units on a 2.13-acre parking lot. In addition, the owner of 514 - 520 South Harbor Boulevard recently contacted City staff to express his support for being included in the HIOZ and interest in residential redevelopment. Currently occupied by a car wash, a tire shop, and auto repair, this is further evidence that auto-oriented uses can be expected to redevelop in the short term.


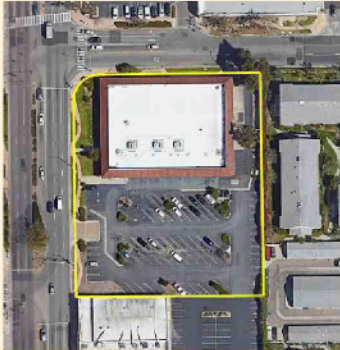
Based on recent redevelopment trends, market conditions can reasonably be expected to incentivize conversion of auto service uses into residential uses over the next 8 years. Table B-15 shows the existing uses of several representative examples of HIOZ sites with existing auto-related uses included in the inventory. These sites show indicators of potential redevelopment.



Table B-15 Auto-Related Services Representative Sites

Site Address	Criteria Met	Description	Size (Acres)	Capacity (Units)	Aerial Image
1842 - 1850 W Commonwealth Ave.	4, 5, 6, 7, 8	<p>Independent auto-sales lot with service facilities built in 1963. With HIOZ, site capacity is approximately 44 units. This site has an ILV ratio of 0.59 and a FAR of 0.10, well within the range of recent nonvacant sites to redevelop.</p> <p>Recent or planned projects with similar predevelopment characteristics:</p> <ul style="list-style-type: none"> Citrus Park (FAR 0.47, ILV ratio 0.89, auto sales lot) The Groves (FAR 0.32, auto sales lot) Amplifi (FAR 0.28, auto sales lot) Harbor Walk Apts.(FAR 0.24, auto sales lot) 	1.96	44	
666 W Commonwealth Ave and 633 Williamson Ave.	4, 5, 6, 7, 8	<p>Independent auto-sales lot with service facilities built in 1959. With HIOZ, site capacity is approximately 60 units. This site has an ILV ratio of 0.29 and a FAR of 0.15, well within the range of recent nonvacant sites to redevelop.</p> <p>Recent or planned projects with similar predevelopment characteristics:</p> <ul style="list-style-type: none"> Citrus Park (FAR 0.47, ILV ratio 0.89, auto sales lot) The Groves (FAR 0.32, auto sales lot) Amplifi (FAR 0.28, auto sales lot) Harbor Walk Apts.(FAR 0.24, auto sales lot) 	1.74	60	
537-539 W Valencia Dr.	4, 5, 6, 7, 8	<p>Independent auto-services built in the early 1960s. With HIOZ, site capacity is approximately 32 units. The two sites have an average ILV ratio of 0.53 and a FAR of 0.28, well within the range of recent nonvacant sites to redevelop.</p> <p>Recent or planned projects with similar predevelopment characteristics:</p> <ul style="list-style-type: none"> Citrus Park (FAR 0.47, ILV ratio 0.89, auto sales lot) The Groves (FAR 0.32, auto sales lot) Amplifi (FAR 0.28, auto sales lot) Harbor Walk Apts.(FAR 0.24, auto sales lot) 	1.67	32	



Site Address	Criteria Met	Description	Size (Acres)	Capacity (Units)	Aerial Image
920 E Walnut Ave.	4, 6, 7, 8	<p>Small industrial building and vehicle storage and salvage yard adjacent to existing residential. With HIOZ, site capacity is approximately 29 units. The building was built in 1956 with an existing FAR of 0.14 - well within the range of recent nonvacant sites to redevelop.</p> <p>Recent or planned projects with similar predevelopment characteristics: Citrus Park (FAR 0.47, ILV ratio 0.89, auto sales lot) The Groves (FAR 0.32, auto sales lot) Amplifi (FAR 0.28, auto sales lot) Harbor Walk Apts.(FAR 0.24, auto sales lot)</p>	1.49	29	
1530 S Harbor Blvd.	4, 5, 6, 7, 8	<p>Auto service center with parts-sales and surface parking. The site is well located for residential, adjacent to existing residential, recent high density redevelopment, and commercial services. With HIOZ, site capacity is approximately 94 units. The building was built in 1959 with an existing FAR of 0.26 and ILV ratio of 0.36 - well within the range of recent nonvacant sites to redevelop.</p> <p>Recent or planned projects with similar predevelopment characteristics: Citrus Park (FAR 0.47, ILV ratio 0.89, auto sales) The Groves (FAR 0.32, auto sales lot) Amplifi (FAR 0.28, auto sales lot) Harbor Walk Apts. (FAR 0.24, auto sales lot)</p>	1.72	94	

B.2.9 Environmental Constraints

Environmental factors in Fullerton include seismic activity, landslides, flooding, toxic releases, and risk of wildfire. This section summarizes the environmental factors to be considered in Fullerton in relation to the Site Inventory and potential impacts on development. Additional discussion of environmental hazards as constraints to housing is available in Chapter 3: Resources and Constraints Analysis.

1. Seismic Hazards

The Alquist-Priolo fault hazard zone crosses several sites in the northeastern areas of the city. As such, these sites have been identified for the development of lower-density suburban subdivisions. Enforcement of the California Building Code by the City of Fullerton, Building Division ensures that new construction will withstand the forces associated with a major earthquake.



2. Landslides

Earthquake-induced landslide zones are located in portions of Fullerton located in areas with hilly or mountainous terrain. These areas are generally unsuitable for dense multi-family housing. No site identified in the Site Inventory is within a landslide prone area.

3. Flooding

No housing sites identified in the Site Inventory are located within a Special Flood Hazard Area (SFHA).

4. Fire Hazards

None of the sites identified in the Site Inventory are located in areas with elevated risk of fire based on the 2022 California Fire Hazard Severity Zones.

5. Airport Compatibility

The Airport Environs Land Use Plan for Fullerton Municipal Airport from the Orange County Airport Land Use Commission is intended to safeguard the general welfare of residents in the vicinity of the airport from aircraft noise and potential crash hazards. Residential uses are prohibited in the Runway Protection Zone, Accident Potential Zone I, and Accident Potential Zone II. No HIOZ sites are within the three hazard zones. As such, regulations contained in the Airport Environs Land Use Plan would not affect residential development in the planning period.

6. Toxic Release

As Fullerton is mostly built out and has limited vacant land available for development, inclusion of industrial and commercial sites in the Site Inventory is necessary in order to accommodate RHNA requirements. Industrial and commercial sites may have higher risks of toxic releases than sites zoned for residential uses, and additional analysis is necessary to ensure the safety and suitability of repurposing of these sites.

The Housing Element must demonstrate that the potential need for environmental remediation and mitigation measures on a site listed in the Site Inventory will not preclude development at the projected densities or capacities of the sites during the planning period. Table B-16 shows the known and potential environmental issues present on or adjacent to sites identified for housing development based on the California Department of Toxic Substances Control (DTSC) EnviroStor and the State Water Resources Control Board GeoTracker databases.

As shown in Table B-16, of the 263 opportunity sites identified:

- Seven are cleanup program sites, four of which are open and three of which are closed
- Three are LUSTs, two of which are open and one of which is closed



Table B-16 Existing Environmental Conditions of Inventory Sites

APN	Address	Existing Use	Potential Environmental Issue	Timeline
269-131-01	360 S Acacia Ave	General industrial	Cleanup program site	Completed - case closed as of 5/27/1988
033-221-12	350 S Raymond Ave	General industrial	Cleanup program site	Open - remediation as of 2/2/2015
033-152-04	800 E Walnut Ave	Single family residential	Cleanup program site	Open - site assessment as of 11/1/2021
338-031-38	601 N Placentia Ave	Single tenant retail	Cleanup program site	Completed; closed 7/3/2000
338-051-08	2466 Fender Ave	Multi-tenant industrial building	Cleanup program site	Completed - case closed as of 11/28/2000
339-161-02	1930 N Placentia Ave	Community: shopping plaza	Dry cleaner cleanup	Open - assessment & interim remedial action as of 1/2/2013
338-051-12	2488 Fender Ave	Multi-tenant industrial building	Hazardous waste generator, chemical storage facility	Last inspected 10/30/2018
033-221-09	1420 E Walnut Ave	Multi-tenant industrial building	Leaking underground storage tank cleanup site	Completed - case closed as of 10/1/1991
032-091-06	315 S Richman Ave	General industrial	Leaking underground storage tank cleanup site	Environmental interest end date 9/11/1995
071-323-43	2751 W Orangethorpe Ave	Car wash	Leaking underground storage tank cleanup site	Open - site assessment as of 4/14/2015

Soils on sites formerly occupied by industrial and manufacturing operations may be contaminated with solvents and metals left over from industrial processes which can be harmful to human health if adequate remediation and mitigation measures are not implemented. Sites formerly occupied by dry cleaners can be similarly contaminated with chlorinated solvents which pose a risk of soil vapor intrusion to occupants of new development on contaminated sites. Leaking underground storage tank cleanup sites (LUSTs) can be common on sites previously occupied by auto-related uses and fueling stations and can contaminate soils and groundwater with petroleum products.

Redevelopment of sites formerly occupied by these types of land uses typically require site remediation or mitigation of environmental hazards, which increases costs for potential housing developers. Site remediation and hazard mitigation measures can be undertaken concurrently with the redevelopment of a given site and, in most cases, these measures are not prohibitively costly. Adequate soil testing performed during a Phase II Environmental Site Assessment and any subsequent investigations will reveal the extent to which a site must be remediated or if relatively simple mitigation measures will suffice. The simplest form of site remediation involves removal of soil from a contaminated site prior to redevelopment and transferring it to a suitable disposal facility. If site remediation is not feasible prior to redevelopment of a site, a developer can mitigate contamination issues by installing a low-cost soil vapor barrier at the time of construction to reduce the potential for volatile compounds to intrude into occupied structures. The addition of a sub-slab depressurization



system allows harmful compounds present in contaminated soils to be safely ventilated to the atmosphere. If remediation of a site is necessary, installing these mitigation systems enable site remediation to be completed over a longer timeframe such that remediation does not to be complete before redevelopment and occupation of new development.

As previously discussed, successful conversion of commercial, industrial, manufacturing and auto-oriented uses to residential uses has occurred frequently in Fullerton. Site remediation and hazard mitigation measures can be undertaken concurrently with the redevelopment of a site and, in most cases, these measures are not prohibitively costly for residential development. Given the market demand for housing in Fullerton, the City's record of facilitating development on potentially contaminated sites, and the implementation of mitigation and remediation measures discussed above, the potential challenges of redeveloping these sites with residential uses due to environmental conditions are not significant constraints.

B.3 List of HIOZ Sites

Table B-17 provides a list of sites located within the HIOZ. In total, 260 HIOZ sites are included in the Site Inventory comprising approximately 332 acres. Of this acreage, 157 acres are in commercial zones, 149 acres are in industrial zones, and 26 acres are in office zones. Two sites are vacant and 258 sites are nonvacant. There are no known conditions on the HIOZ sites that preclude development during the planning period.



Table B-27 Housing Incentive Overlay Zone Sites

Site Address/Intersection	Assessor Parcel Number	GP (Current)	Zoning (Current)	Min Density	Panel Size (Ac)	Peak Density	Within 100 ft of P-1	Existing Use/Vacancy	Next Built	FAR	LU Ratio	Lot Coverage	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity
141 Laguna Rd	028-641-19	Commercial	G-C	20	1.54	35	No	Medical Offices	2974	0.23	0.51	12%	50	17	17	84
130 W Bascombury Rd	028-641-20	Commercial	G-C	20	0.70	35	No	Offices	Not Available	Not Available	0.71	*	14	5	5	24
100 W Bascombury Rd	028-641-23	Commercial	G-C	20	1.26	35	No	Car Wash	Not Available	Not Available	0.88	*	39	13	14	66
2101 N Harbor Blvd	028-641-25	Commercial	G-C	20	0.34	35	No	Medical Offices	Not Available	Not Available	1.40	*	1	5	5	11
235 W Valencia Mesa Dr	028-651-16	Commercial	G-C	20	0.44	35	No	Vacant Commercial Bldg	2962	0.30	0.05	30%	1	7	7	15
1400 Brea Blvd	025-000-73	Office	O-F	20	0.37	35	No	Offices	2972	0.35	0.52	39%	1	5	6	12
179 Valley View Dr	025-000-41	Office	O-F	20	0.31	30	Yes	Vacant	N/A	0.0	3.0	0%	1	4	5	30
1829 E Chapman Ave	025-142-25	Office	O-F	20	1.44	30	Yes	Offices	2963	0.39	0.40	39%	2	13	13	28
4005 W Valencia Dr	026-002-32	Commercial	G-C	20	0.44	30	Yes	Car Wash	Not Available	Not Available	0.09	*	1	4	5	30
245 Magnolia Ave	026-005-18	Commercial	G-C	20	0.38	30	Yes	Small Office (Strip)	2965	0.30	0.84	30%	1	4	5	30
2130 Artesia Ave	026-000-17	Industrial	M-6	20	4.85	35	No	Industrial (Garage)	Not Available	Not Available	0.60	*	139	53	54	266
2137 W Commonwealth Ave	026-000-18	Industrial	M-6	20	2.85	30	Yes	Industrial (Garage)	Not Available	Not Available	0.50	*	5	25	26	57
111 N Gilbert St	026-000-16	Industrial	M-6	20	1.78	35	No	Industrial (Garage)	Not Available	Not Available	0.53	*	58	19	20	97
2005 W Commonwealth Ave	026-180-05	Industrial	M-6	20	0.75	35	No	Multi-Tenant Industrial	2962	0.29	0.09	5%	16	5	6	27
2041 W Commonwealth Ave	026-180-16	Industrial	M-6	20	0.83	35	No	Industrial (Garage)	2971	0.32	0.28	2%	17	6	6	29
2031 W Commonwealth Ave	026-180-17	Industrial	M-6	20	0.64	35	No	Warehouse/Female Suits	2962	0.32	0.06	2%	13	4	5	22
120 N Gilbert St	026-180-24	Industrial	M-6	20	0.45	35	No	Auto repair, & related	2953	0.35	0.72	39%	1	7	7	15
2029 W Commonwealth Ave	026-180-27	Industrial	M-6	20	4.92	35	No	Multi-Tenant Industrial	2973	0.40	0.87	40%	152	54	54	270
144 N Gilbert St	026-180-29	Industrial	M-6	20	1.27	35	No	Multi-Tenant Industrial	2952	0.35	0.75	39%	41	14	14	69
130 N Gilbert St	026-180-30	Industrial	M-6	20	1.48	35	No	Industrial (Garage)	Not Available	Not Available	0.45	*	48	15	17	81
1829 W Commonwealth Ave	026-170-08	Industrial	C-M	20	0.48	35	No	Auto repair, & related	2962	0.39	0.24	39%	1	7	8	35
1875 W Commonwealth Ave	026-170-12	Industrial	M-6	20	4.80	35	No	Multi-Tenant Industrial	2975	0.25	0.42	6%	138	53	53	264
1835 W Commonwealth Ave	026-170-13	Industrial	C-M	20	0.36	35	No	Industrial (Garage)	2963	0.45	0.73	49%	12	4	4	20
2155 W Commonwealth Ave	026-180-37	Commercial	G-C	20	0.38	35	No	Single Tenant Retail	2974	0.29	0.62	5%	12	4	4	20
2004 W Commonwealth Ave	026-180-51	Commercial	G-C	20	0.48	35	No	Medical Offices	2965	0.21	0.61	21%	1	7	8	35
1900 W Commonwealth Ave	026-200-04	Commercial	G-C	20	1.87	30	Yes	Warehouse/Female Suits	2955	0.38	0.85	38%	3	17	17	37
1842 W Commonwealth Ave	026-200-28	Commercial	G-C	20	0.38	35	No	Restaurant	2912	0.29	0.69	5%	1	6	6	13
1850 W Commonwealth Ave	026-200-31	Commercial	G-C	20	1.58	30	Yes	Warehouse/Female Suits	2963	0.11	0.59	11%	3	14	14	31



City of Fullerton
Housing Element

Site Address/Intersection	Assessor Parcel Number	GP (Current)	Zoning (Current)	Min. Density	Parcel Size (Ac)	Realistic Density	Within 100ft of R-1	Existing Use/Vacancy	Year Built	FIR	ILV Ratio	Lot Coverage	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity
1808 W Commonwealth Ave	038-230-03	Religious Use	G-C	20	0.45	35	No	Industrial (Storage)	2063	0.38	0.33	38%	1	7	7	15
1830 W Commonwealth Ave	038-230-04	Religious Use	G-C	20	0.42	35	No	Religious Use	2063	0.53	0.12	35%	1	6	7	14
1820 W Commonwealth Ave	038-230-05	Religious Use	G-H	20	0.42	35	No	Religious Use	2075	0.55	0.12	55%	1	6	7	14
1824 W Commonwealth Ave	038-230-06	Commercial	G-H	20	0.84	35	No	Religious Use	2075	0.29	0.12	29%	17	6	6	29
167 S Brookhurst Rd	038-230-22	Industrial	M-6	20	0.52	35	No	Vehicle Storage	N/A	0.00	0.00	0%	10	4	4	18
1834 W Valencia Dr	038-231-28	Commercial	G-C	20	0.52	30	Yes	Childcare/Preschool	2063	0.35	0.40	29%	1	4	5	10
1565 W Commonwealth Ave	031-113-34	Commercial	G-C	20	0.44	30	Yes	Auto repair - & related	2055	0.56	0.35	65%	1	4	5	10
1555 W Commonwealth Ave	031-113-39	Commercial	G-C	20	0.45	30	Yes	Single Family Residential	2007	0.34	0.27	14%	1	4	5	10
1501 W Commonwealth Ave	031-113-46	Commercial	G-C	20	0.66	30	Yes	Medical Offices	2055	0.43	0.87	43%	1	6	6	13
1507 W Commonwealth Ave	031-113-44	Commercial	G-C	20	0.32	30	Yes	Religious Use	2055	0.00	0.00	0%	0	2	2	4
1001 W Commonwealth Ave	031-121-41	Commercial	G-C	20	0.54	30	Yes	Carwash	2072	0.55	0.34	55%	1	5	5	11
1000 Williamson Ave	031-141-33	Commercial	M-6	20	0.54	35	No	Auto repair - & related	2062	0.20	0.15	20%	10	4	4	18
1000 W Commonwealth Ave	031-149-04	Commercial	G-C	20	0.44	35	No	Restaurant	2054	0.55	0.50	13%	1	7	8	16
1000 W Commonwealth Ave	031-149-06	Commercial	G-C	20	0.61	30	Yes	Auto repair - & related	2055	0.00	4.58	30%	1	5	6	12
1309 W Valencia Dr	031-150-23	Office	O-F	20	0.44	35	No	Offices	2060	0.33	0.40	33%	1	7	7	15
1335 W Valencia Dr	031-150-27	Office	O-F	20	0.90	35	No	Offices	2063	0.35	0.31	29%	19	6	7	32
1001 W Valencia Dr	031-150-29	Commercial	G-C	20	0.51	35	No	Single Family (Strip)	2060	0.55	1.30	55%	10	3	4	17
300 N Euclid St	031-221-13	Commercial	G-C	20	0.38	30	Yes	Medical Offices	2060	0.33	0.77	33%	1	4	5	10
909 W Wilshire Ave	031-221-15	Low-Density Residential	O-F	20	0.95	30	Yes	Medical Offices	2062	0.35	0.43	29%	1	9	9	19
312 N Euclid St	031-221-21	Commercial	G-C	20	1.84	30	Yes	Vacant/Commercial Bldg	2071	0.25	2.20	29%	3	16	17	36
302 N Euclid St	031-221-22	Commercial	G-C	20	0.48	30	Yes	Shopping Center	2071	0.33	0.66	33%	1	4	5	10
900 W Commonwealth Ave	031-231-25	Commercial	G-C	20	0.57	30	Yes	Auto repair - & related	2053	0.12	0.35	12%	1	4	5	10
222 N Euclid St	031-231-38	Commercial	G-C	20	0.57	30	Yes	Restaurant	2065	0.30	0.69	30%	1	5	5	11
110 N Euclid St	031-231-39	Commercial	G-C	20	0.52	30	Yes	Single Family (Strip)	Not Available	Not Available	0.75	*	1	4	5	10
740 W Commonwealth Ave	031-233-41	Commercial	G-C	20	0.43	30	Yes	Single Family (Strip)	Not Available	Not Available	1.53	*	1	4	5	10
729 W Commonwealth Ave	031-233-43	Commercial	G-C	20	0.57	30	Yes	Vehicle Repair, Sales	2060	0.02	1.76	2%	1	4	5	10
900 W Commonwealth Ave	031-241-01	Commercial	G-C	20	2.12	35	No	Vehicle Repair, Sales	2054	0.33	0.67	33%	69	23	24	116
800 W Commonwealth Ave	031-241-02	Commercial	G-C	20	0.44	35	No	Auto repair - & related	Not Available	Not Available	0.47	*	1	7	8	16
700 Williamson Ave	031-240-11	Industrial	M-6	20	1.38	35	No	Religious Use	2060	Not Available	0.40	*	45	15	15	75



City of Fullerton
Housing Element

Size Address/Intersection	Assessor Parcel Number	GP (Current)	Zoning (Current)	Min Density	Panel Size (Ac)	Realistic Density	Within 100ft of R-1	Existing Use/Vacancy	Year Built	FIR	ILV Ratio	Lot Coverage	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity
900 Williamson Ave	031-140-13	Commercial	M-C	20	0.71	35	No	Single-Family (Strip)	1967	0.34	0.37	34%	14	5	5	24
800 Williamson Ave	031-140-15	Industrial	M-6	20	0.74	35	No	Industrial (Garage)	1963	0.05	2.05	65%	15	5	5	25
728 Williamson Ave	031-140-16	Industrial	M-6	20	0.62	35	No	Industrial (Garage)	Not Available	Not Available	2.14	*	12	4	5	21
707 S Euclid St	031-365-15	Commercial	G-C	20	0.48	20	Yes	Single-Family (Strip)	1975	0.38	3.49	38%	1	4	5	30
500 S Euclid St	031-321-32	Commercial	G-C	20	0.62	20	Yes	Wholesale Retail, Sells	1964	0.02	0.57	2%	1	5	6	12
600 S Euclid St	031-322-12	Commercial	G-C	20	0.34	20	Yes	Wholesale Retail, Sells	1963	0.05	0.05	5%	1	4	5	20
1000 W West Ave	031-360-07	Commercial	G-C	20	0.95	20	Yes	Single-Family (Strip)	1963	0.30	0.24	30%	1	9	9	19
1050 W Valencia Dr	031-369-28	Commercial	G-C	20	0.45	35	No	Restaurant	1963	0.27	1.00	27%	1	7	7	15
565 S Euclid St	031-369-36	Commercial	G-C	20	1.24	35	No	Wholesale Retail, Sells	1963	0.22	0.66	22%	40	14	14	68
623 W Commonwealth Ave	032-073-16	Commercial	G-C	20	0.42	20	Yes	Apartment - 2, retail	1965	0.21	0.76	21%	1	4	5	30
666 W Commonwealth Ave	032-081-31	Commercial	G-C	20	0.84	35	No	Wholesale Retail, Sells	1963	0.01	0.23	1%	17	6	6	29
633 Williamson Ave	032-081-32	Commercial	M-6	20	0.96	35	No	Apartment - 2, retail	1973	0.28	0.34	28%	18	6	7	31
636 Williamson Ave	032-084-01	Industrial	M-6	20	1.45	35	No	Multi-Tenant Industrial	1973	0.07	3.21	7%	47	15	16	79
617 W Valencia Dr	032-081-03	Industrial	M-6	20	2.48	20	Yes	Multi-Tenant Industrial	1972	0.07	0.59	7%	4	22	23	49
600 W Valencia Dr	032-081-04	Industrial	M-6	20	1.80	20	Yes	Industrial (Garage)	1963	0.24	0.23	4%	3	15	17	36
315 S Richman Ave	032-081-05	Industrial	M-6	20	0.36	35	No	Industrial (Garage)	1963	Not Available	0.22	*	1	6	6	13
315 S Richman Ave	032-081-06	Industrial	M-6	20	0.68	35	No	Industrial (Garage)	1967	0.45	3.00	49%	13	5	5	23
543 W Valencia Dr	032-081-08	Industrial	M-6	20	0.43	20	Yes	Industrial (Garage)	1965	0.05	0.51	5%	1	4	5	30
527 W Valencia Dr	032-081-09	Industrial	M-6	20	0.82	20	Yes	Apartment - 2, retail	1961	0.48	0.57	48%	1	7	8	35
539 W Valencia Dr	032-081-10	Industrial	M-6	20	0.84	20	Yes	Apartment - 2, retail	1967	0.08	0.10	8%	1	7	8	35
525 W Valencia Dr	032-081-11	Industrial	M-6	20	0.95	20	Yes	Wholesale Storage	1965	0.12	0.27	12%	1	9	9	39
515 W Valencia Dr	032-081-12	Industrial	M-6	20	1.57	20	Yes	Industrial (Garage)	1972	0.24	3.13	24%	3	14	14	31
300 S Richman Ave	032-081-14	Industrial	M-6	20	1.25	35	No	Industrial (Garage)	1975	0.02	1.62	2%	40	14	14	68
400 S Richman Ave	032-081-15	Industrial	M-6	20	0.62	35	No	Industrial (Garage)	1962	0.21	11.76	21%	12	4	5	21
464 W Commonwealth Ave	032-180-14	Commercial	G-C	20	1.36	35	No	Industrial (Garage)	1962	0.03	0.69	3%	44	15	15	74
204 S Richman Ave	032-180-17	Commercial	M-6	20	0.84	35	No	Industrial (Garage)	Not Available	Not Available	0.43	*	17	6	6	29
490 W Commonwealth Ave	032-180-18	Commercial	G-C	20	1.62	35	No	Single-Family (Strip)	Not Available	Not Available	1.29	*	53	18	18	89
300 W Walnut Ave	032-171-32	Industrial	M-6	20	0.66	35	No	Industrial (Garage)	1963	0.00	0.05	0%	14	5	5	24
368 W Walnut Ave	032-171-34	Industrial	M-6	20	2.07	35	No	Industrial (Garage)	1963	0.48	5.42	48%	67	23	23	113
469 W Valencia Dr	032-181-24	Commercial	O-F	20	0.36	20	Yes	Offices	1965	0.41	0.50	41%	1	4	5	30



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308 W Valencia Dr	032-182-45	Commercial	G-C	20	0.45	35	No	Offices	2003	0.29	0.83	45%	1	7	7	15
138 W Walnut Ave	032-151-04	Industrial	M-6	20	0.38	35	No	Storage, Salvage Yard	2013	0.35	0.06	30%	1	6	6	13
225 W Truslow Ave	032-151-06	Industrial	M-6	20	0.35	35	No	Auto repair, & related, Garage	2005	0.34	1.37	34%	1	5	6	12
114 W Walnut Ave	032-151-39	Industrial	M-6	20	0.57	35	No	Industrial (Berara)	Not Available	Not Available	2.75	*	11	4	4	29
200 W Walnut Ave	032-151-43	Industrial	M-6	20	1.15	35	No	Industrial (Berara)	Not Available	Not Available	1.59	*	39	13	13	65
609 S Harbor Blvd	032-179-28	Commercial	G-C	20	0.38	20	Yes	Wholesale Retail, Sales	Not Available	Not Available	0.84	*	1	4	5	30
700 S Harbor Blvd	032-179-01	Commercial	G-C	20	0.42	20	Yes	Wholesale Retail, Sales	2003	0.49	1.45	40%	1	4	5	30
905 S Harbor Blvd	032-182-02	Commercial	G-C	20	0.45	20	Yes	Restaurant	2003	0.12	0.40	32%	1	4	5	30
494 S Harbor Blvd	032-051-12	Commercial	G-C	20	0.45	35	No	Small Plaza (Strip)	Not Available	Not Available	2.23	*	1	8	8	17
518 S Harbor Blvd	032-052-13	Commercial	G-C	20	0.48	35	No	Auto repair, & related	2003	0.35	0.28	30%	1	7	8	35
400 S Lemon St	032-084-11	Commercial	G-C	20	0.75	35	No	Small Plaza (Strip)	2000	0.33	0.79	33%	15	5	6	26
400 E Commonwealth Ave	032-181-38	Commercial	G-C	20	2.88	35	No	Industrial (Berara)	Not Available	Not Available	1.59	*	94	32	32	158
212 S Berkeley Cir	032-184-24	Industrial	M-6	20	0.35	35	No	Industrial (Berara)	2013	0.47	0.50	47%	1	5	6	12
514 E Walnut Ave	032-185-10	Industrial	M-6	20	0.36	35	No	Industrial (Berara)	2015	0.41	6.57	42%	1	6	6	13
515 E Commonwealth Ave	032-131-28	Office	O-F	20	0.41	35	No	Offices	2002	0.15	0.47	35%	1	6	7	34
505 E Commonwealth Ave	032-131-30	Office	O-F	20	0.52	35	No	Offices	2003	0.25	0.69	29%	10	4	4	38
800 E Walnut Ave	032-152-04	Industrial	M-6	20	1.54	20	Yes	Single Family Residential	2005	0.24	0.12	4%	3	13	14	30
033-152-10	033-152-10	Industrial	M-6	20	0.45	35	No	Industrial (Berara)	2007	0.15	0.42	5%	1	8	8	17
600 E Walnut Ave	032-152-11	Industrial	M-6	20	0.45	35	No	Multi-Tenant (Industrial)	2002	0.41	0.80	42%	1	7	7	15
700 E Walnut Ave	032-152-13	Industrial	M-6	20	0.88	20	Yes	Multi-Tenant (Industrial)	2007	0.44	0.63	40%	1	8	8	17
704 E Commonwealth Ave	032-154-17	Commercial	G-C	20	0.40	35	No	Single Tenant Retail	2015	0.38	0.73	38%	1	6	7	34
600 E Commonwealth Ave	032-154-18	Commercial	G-C	20	1.70	35	No	Small Plaza (Strip)	2005	Not Available	0.51	*	55	19	19	93
177 N Raymond Ave	032-179-29	Commercial	G-C	20	0.74	20	Yes	Shopping Center	2000	0.34	1.97	34%	1	6	7	34
1101 E Commonwealth Ave	032-179-43	Commercial	G-C	20	0.38	35	No	Offices	2000	0.41	0.45	42%	1	5	6	12
115 N Raymond Ave	032-179-47	Commercial	G-C	20	0.51	35	Yes	Shopping Center	2002	Not Available	1.12	*	10	3	4	17
1101 E Commonwealth Ave	032-179-54	Commercial	G-C	20	0.85	20	No	Single Tenant Retail	2000	0.29	1.49	39%	1	8	8	17
1117 E Commonwealth Ave	032-179-57	Commercial	G-C	20	0.44	35	No	Restaurant	Not Available	Not Available	0.25	*	1	7	7	15
804 E Commonwealth Ave	032-189-35	Commercial	G-C	20	0.41	20	Yes	Vacant Commercial Bldg	2000	0.34	0.10	14%	1	4	5	30



City of Fullerton
Housing Element

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1004 E Walnut Ave	033-184-02	Industrial	M-6	20	1.44	20	No	Multi-Tenant Industrial	2055	0.25	1.23	20%	2	13	13	28
904 E Walnut Ave	033-184-03	Industrial	M-6	20	0.98	20	No	Industrial (Garage)	2055	0.25	0.27	25%	1	8	9	18
900 E Walnut Ave	033-184-05	Industrial	M-6	20	0.78	20	Yes	Multi-Tenant Industrial	2065	0.28	1.16	8%	1	7	7	15
808 E Walnut Ave	033-184-06	Industrial	M-6	20	0.48	20	No	Auto repair & related, Garage	2067	0.29	1.76	39%	1	4	5	20
804 E Walnut Ave	033-184-07	Industrial	M-6	20	0.92	20	Yes	Stores / Salvage Yard	2065	0.25	1.05	5%	1	8	9	18
900 E Walnut Ave	033-184-10	Industrial	M-6	20	1.45	20	Yes	Auto repair & related, Garage	2065	0.24	1.09	24%	2	13	14	29
1100 E Truflow Ave	033-182-19	Industrial	M-6	20	3.27	35	Yes	Multi-Tenant Industrial	Not Available	Not Available	2.52	*	207	35	36	179
1245 E Millshire Ave	033-221-02	Commercial	G-C	20	3.26	20	Yes	Warehouse/Commercial Bldg	2067	0.45	0.20	5%	5	29	30	65
1250 E Chapman Ave	033-221-03	Commercial	G-C	20	3.90	20	Yes	Single Tenant Retail	Not Available	Not Available	0.75	*	7	35	36	78
100 N Raymond Ave	033-222-04	Commercial	G-C	20	0.44	20	Yes	Single Tenant Retail	2063	0.29	0.54	5%	1	4	5	20
135 N Raymond Ave	033-222-11	Commercial	G-C	20	2.15	35	Yes	Shopping Center	Not Available	Not Available	0.69	*	70	24	24	118
172 N Raymond Ave	033-222-12	Commercial	G-C	20	0.37	35	No	Shopping Center	Not Available	Not Available	1.48	*	1	5	6	12
104 N Raymond Ave	033-222-15	Commercial	G-C	20	2.44	20	Yes	Shopping Center	Not Available	Not Available	0.51	*	4	22	22	48
104 N Raymond Ave	033-222-16	Commercial	G-C	20	0.55	20	Yes	Shopping Center	N/A	0.20	0.09	0%	1	5	5	11
1430 E Walnut Ave	033-221-02	Industrial	M-P	20	1.84	20	Yes	Industrial (Garage)	2067	0.31	0.61	31%	3	15	17	36
1500 E Walnut Ave	033-221-08	Industrial	M-P	20	5.45	20	No	Industrial (Garage)	2072	0.38	2.55	38%	10	49	50	109
1420 E Walnut Ave	033-221-09	Industrial	M-P	20	5.43	20	No	Multi-Tenant Industrial	2062	0.26	0.82	28%	10	49	49	108
1250 E Walnut Ave	033-221-11	Industrial	M-P	20	1.82	20	Yes	Industrial (Garage)	Not Available	Not Available	1.53	*	3	15	17	36
360 S Raymond Ave	033-221-12	Industrial	M-P	20	5.74	20	Yes	Industrial (Garage)	Not Available	Not Available	2.10	*	11	50	52	114
2450 E Chapman Ave	033-420-03	Commercial	G-C	20	1.42	20	Yes	Shopping Center	2064	0.25	0.33	29%	2	13	13	28
2505 E Chapman Ave	033-420-04	Commercial	G-C	20	0.47	35	Yes	Shopping Center	2063	0.29	1.17	29%	1	7	8	36
2480 E Chapman Ave	033-420-05	Commercial	G-C	20	1.68	20	Yes	Shopping Center	2063	0.32	0.82	32%	3	15	15	33
100 N State College Blvd	033-425-05	Office	O-F	20	0.74	20	Yes	Offices	2064	0.27	1.92	27%	1	6	7	14
1300 E Chapman Ave	033-435-22	Commercial	G-C	20	0.64	35	No	Small Retail (Strip)	2063	0.39	0.62	39%	13	4	5	22
1340 E Chapman Ave	033-435-23	Commercial	G-C	20	0.82	35	No	Small Retail (Strip)	2063	0.41	0.62	41%	16	6	6	28
2507 W Orangeforpe Ave	071-003-29	Commercial	G-C	20	0.85	35	No	Auto repair & related	Not Available	Not Available	1.22	*	17	6	6	29
1401 S Brookhurst Rd	071-043-23	Commercial	G-C	20	2.33	35	No	Medical Offices	2073	0.21	0.67	21%	76	25	26	128
2505 W Orangeforpe Ave	071-051-07	Commercial	G-C	20	0.55	35	No	Auto repair & related	2061	0.23	0.05	3%	11	4	4	19



City of Fullerton
Housing Element

Site Address/Intersection	Assessor Parcel Number	GP (Current)	Zoning (Current)	Min. Density	Parcel Size (Ac)	Realistic Density	Within 100ft of R-1	Existing Use/Vacancy	Year Built	FIR	ILV Ratio	Lot Coverage	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity
2700 W Orangeshorpe Ave	071-061-86	Commercial	6-C	20	0.48	35	No	Restaurant	2062	0.26	0.11	68%	1	7	8	16
2700 W Orangeshorpe Ave	071-061-83	Commercial	6-C	20	0.34	35	No	Single Tenant Parcel	2064	0.43	0.76	43%	1	5	5	11
2634 W Orangeshorpe Ave	071-061-84	Commercial	6-C	20	0.41	35	No	Smc Parcel Strip	2065	0.38	0.61	38%	1	6	7	14
2901 W Orangeshorpe Ave	071-313-21	Commercial	6-C	20	0.44	30	Yes	Restaurant	2075	0.27	0.50	78%	1	4	5	10
2725 W Orangeshorpe Ave	071-323-40	Commercial	6-C	20	1.11	35	No	Industrial (Barbara)	2063	0.25	1.51	13%	1	7	8	16
2751 W Orangeshorpe Ave	071-323-45	Commercial	6-C	20	0.48	35	No	Carwash	2062	0.28	0.57	88%	38	11	12	56
2637 W Orangeshorpe Ave	071-323-48	Commercial	6-C	20	1.08	30	No	Smc Parcel Strip	Met Available	Met Available	0.66	*	1	5	5	11
2200 W Orangeshorpe Ave	071-461-06	Commercial	6-C	20	0.56	35	Yes	Smc Parcel Strip	2073	0.30	0.65	30%	1	5	6	12
2424 W Orangeshorpe Ave	071-471-10	Commercial	6-C	20	0.35	35	No	Auto repair, & related	2064	0.38	0.64	38%	1	5	6	12
1008 W Orangeshorpe Ave	072-161-11	Commercial	6-C	20	0.38	35	No	Auto repair, & related	2067	0.32	1.48	32%	19	6	7	32
1321 S Euclid St	072-161-17	Commercial	6-C	20	0.98	35	No	Auto repair, & related	2073	0.22	0.48	22%	10	4	4	18
1331 S Euclid St	072-161-19	Commercial	6-C	20	0.52	35	No	Vehicle Parts, Sales	2063	0.29	0.21	5%	11	4	4	19
1331 S Euclid St	072-161-20	Commercial	6-C	20	0.55	30	No	Vehicle Parts, Sales	2063	0.13	0.05	13%	1	4	5	10
800 S Euclid St	072-170-17	Commercial	6-C	20	0.44	30	Yes	Smc Parcel Strip	2065	0.15	1.45	15%	1	4	5	10
1700 W Orangeshorpe Ave	072-371-29	Commercial	6-C	20	0.80	30	Yes	Warehouse/Commercial Building	2072	0.12	0.52	12%	1	6	7	14
1101 W Orangeshorpe Ave	072-352-48	Commercial	6-C	20	0.47	30	No	Smc Parcel Strip	2062	0.38	2.56	38%	1	7	8	16
1155 W Orangeshorpe Ave	072-352-49	Commercial	6-C	20	0.70	30	Yes	Smc Parcel Strip	2063	0.37	2.08	37%	1	4	5	10
261 W Orangeshorpe Ave	073-073-05	Commercial	6-C	20	0.45	30	Yes	Restaurant	2075	0.29	0.52	5%	0	4	5	9
255 W Orangeshorpe Ave	073-073-11	Commercial	6-C	20	1.00	30	No	Single Tenant Parcel	2065	0.38	0.98	38%	1	4	5	10
300 W Orangeshorpe Ave	073-053-11	Commercial	6-C	20	0.46	30	Yes	Vehicle Parts, Sales	2075	0.35	1.25	35%	0	4	4	8
311 W Orangeshorpe Ave	073-053-12	Commercial	6-C	20	0.43	30	Yes	Single Tenant Parcel	2067	0.24	0.17	14%	1	7	8	16
900 W Orangeshorpe Ave	073-363-48	Commercial	6-C	20	0.42	30	Yes	Single Tenant Parcel	2062	0.38	0.39	38%	2	10	10	22
910 S Euclid St	073-363-54	Commercial	6-C	20	1.14	30	Yes	Pending Use	0.00	0.00	0.00	0%	1	4	5	10
1530 S Harbor Blvd	267-061-02	Commercial	6-C	20	1.72	35	No	Auto repair, & related	2063	0.25	0.26	25%	64	22	22	108
1501 S Lemon St	267-061-07	Commercial	6-C	20	4.00	35	No	Bowling Alley	Met Available	Met Available	0.25	*	18	6	7	31
1620 S Harbor Blvd	267-061-09	Commercial	6-C	20	1.90	30	No	Smc Parcel Strip	Met Available	Met Available	0.87	*	2	11	11	24
301 N State College Blvd	268-061-07	Commercial	6-C	20	0.90	30	No	Storage Center	2063	0.34	0.34	34%	1	9	9	19
311 N State College Blvd	268-061-08	Commercial	6-C	20	1.32	35	Yes	Restaurant	2075	0.43	0.97	43%	1	5	6	12
305 N State College Blvd	268-061-09	Commercial	6-C	20	0.90	35	Yes	Restaurant	2062	0.12	0.63	1%	1	5	6	12
1540 E Chapman Ave	268-061-03	Office	O-P	20	0.37	35	No	Offices	2065	0.39	0.42	39%	15	5	5	25



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Site Address/Intersection	Assessor Parcel Number	GP (Current)	Zoning (Current)	Min. Density	Panel Size [sq-ft]	Realistic Density	Within 100ft of P-1	Existing Use/Vacancy	Year Built	FIR	ILV Ratio	Lot Coverage	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity
1590 E Chapman Ave	268-081-04	Office	O-F	20	0.35	35	No	Offices	2002	0.38	0.62	38%	133	44	45	222
1585 E Chapman Ave	268-081-05	Office	O-F	20	0.22	35	No	Offices	2002	0.29	0.63	38%	137	45	46	229
351 - 451 S Azusa Ave	268-113-03	Industrial	M-P	20	4.04	20	No	Industrial (Garage)	Not Available	Not Available	1.37	*	5	30	30	66
360 S Azusa Ave	268-131-01	Industrial	M-P	20	4.18	20	No	Industrial (Garage)	2002	0.30	1.64	30%	2	9	9	20
1800 E Walnut Ave	268-131-02	Industrial	M-P	20	3.30	20	Yes	Industrial (Garage)	Not Available	Not Available	1.55	*	2	9	9	20
2030 E Walnut Ave	268-141-01	Industrial	M-P	20	1.00	20	Yes	Industrial (Garage)	2002	0.34	0.25	34%	20	59	93	206
2105 E Walnut Ave	268-141-02	Industrial	M-P	20	1.00	35	Yes	Industrial (Garage)	2003	0.45	0.63	42%	229	75	77	382
2200 E Walnut Ave	268-141-03	Industrial	M-P	20	10.34	35	Yes	Industrial (Garage)	2005	0.45	1.58	44%	116	39	39	154
2140 E Walnut Ave	268-151-09	Industrial	M-G	20	6.96	35	No	Multi-Tenant (Industrial)	Not Available	Not Available	0.77	*	236	99	99	464
381 S State College Blvd	268-151-12	Industrial	C-M	20	3.54	20	No	Industrial (Garage)	Not Available	Not Available	0.58	*	1	4	5	30
1351 Hughes Dr	268-002-10	Industrial	M-P	20	8.95	20	No	Industrial (Garage)	Not Available	Not Available	0.00	*	1	5	6	12
1431 N Harbor Blvd	268-001-08	Commercial	G-C	20	0.45	20	Yes	Offices	2003	0.17	1.10	17%	1	6	7	14
1501 N Harbor Blvd	268-001-23	Commercial	G-C	20	0.60	20	Yes	Offices	2003	0.38	0.31	38%	4	21	21	46
1601 S Harbor Blvd	268-001-30	Commercial	G-C	20	0.74	20	Yes	Walmart	N/A	0.20	0.00	0%	1	4	5	30
1321 N Harbor Blvd	268-089-10	Commercial	G-C	20	2.30	20	Yes	Offices	2007	0.29	1.49	15%	1	7	7	15
1301 E Chapman Ave	268-173-05	Commercial	G-C	20	0.38	20	Yes	Shopping Center	2003	0.27	0.47	7%	4	18	19	41
1341 E Chapman Ave	268-173-05	Commercial	G-C	20	0.28	20	Yes	Shopping Center	2005	0.33	2.73	32%	1	4	5	30
500 N State College Blvd	268-110-33	Commercial	G-C	20	2.06	20	Yes	Industrial (Garage)	2008	0.11	2.40	11%	1	4	5	30
1005 E Chapman Ave	268-121-06	Office	O-F	20	0.30	20	Yes	Offices	2004	0.30	1.75	15%	1	4	5	30
1001 E Chapman Ave	268-133-01	Office	O-F	20	0.47	20	Yes	Offices	2002	0.29	0.81	15%	2	11	11	24
500 N Cannell Ave	268-139-14	Office	O-F	20	0.50	35	Yes	Offices	2002	0.30	1.83	15%	14	5	5	24
1441 Brea Blvd	268-381-03	Office	O-F	20	0.71	20	No	Offices	2005	0.11	0.42	11%	1	4	5	30
1450 Brea Blvd	268-381-04	Office	O-F	20	0.62	20	No	Perf. Jct.	2004	0.20	0.04	0%	1	4	5	30
2630 Brea Blvd	268-041-31	Commercial	G-C	20	0.48	20	Yes	Offices	2009	0.28	0.66	18%	1	4	5	30
2650 Brea Blvd	268-041-32	Commercial	G-C	20	0.40	20	Yes	Single Ten. Retail	2007	0.24	0.37	14%	2	10	10	22
2900 Brea Blvd	268-382-28	Commercial	G-C	20	0.40	20	Yes	Single Ten. Retail	Not Available	Not Available	0.84	*	1	8	9	18
3005 Brea Blvd	268-481-09	Commercial	G-C	20	1.11	20	Yes	Single Ten. Retail	2003	0.29	14.00	*	1	4	5	30
2270 Rosecrans Ave	268-001-25	Office	O-F	20	0.94	35	Yes	Offices	2003	0.29	5.57	27%	57	19	20	96
3011 N Harbor Blvd	268-001-17	Office	O-F	20	0.40	20	Yes	Offices	2005	0.29	0.58	20%	7	35	36	78



Site Address/Intersection	Assessor Parcel Number	GP (Current)	Zoning (Current)	Min. Density	Panel Size (Ac)	Realistic Density	Within 100ft of R-1	Existing Use/Vacancy	Year Built	FIR	ILV Ratio	Lot Coverage	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity
200 Laguna Rd	290-001-04	Office	O-F	20	0.64	20	No	Offices	2964	0.27	1.05	33%	2	11	11	24
200 Laguna Rd	290-001-08	Office	O-F	20	0.57	20	Yes	Offices	2973	0.39	0.42	11%	5	35	27	58
200 W Bastanchury Rd	290-001-12	Office	O-F	20	1.78	20	No	Offices	Not Available	Not Available	0.58	*	4	22	23	49
300 W Bastanchury Rd	290-001-16	Office	O-F	20	3.92	35	Yes	Medical Offices	Not Available	Not Available	0.52	*	16	5	6	27
303 W Bastanchury Rd	290-001-17	Office	O-F	20	1.24	20	Yes	Offices	Not Available	Not Available	1.25	*	1	5	5	11
2051 N Harbor Blvd	290-002-01	Commercial	G-C	20	2.96	20	Yes	Medical Offices	2967	0.25	0.69	29%	1	5	6	12
141 W Bastanchury Rd	290-002-07	Commercial	G-C	20	2.45	35	Yes	Medical Offices	Not Available	Not Available	0.71	*	34	11	12	57
951 W Bastanchury Rd	290-084-07	Greenbelt Concept	C-G	20	0.75	35	No	Medical Offices	Not Available	Not Available	0.00	*	20	7	7	34
3481 N Harbor Blvd	290-331-01	Office	O-F	20	0.58	35	Yes	Offices	2962	0.20	1.26	20%	30	34	35	171
2949 Brea Blvd	290-335-11	Commercial	G-C	20	0.64	35	Yes	Medical Offices	2965	0.25	0.44	23%	147	49	49	245
211 Imperial Hwy	296-301-05	Industrial	C-M	20	1.05	20	No	Industrial (Bertram)	2973	0.37	1.00	29%	1	5	5	11
265 Imperial Hwy	296-301-09	Industrial	C-M	20	0.96	35	No	Industrial (Bertram)	2973	0.40	1.00	20%	139	47	47	239
4001 Bonita Pl	296-302-02	Industrial	M-P	20	3.11	35	No	Industrial (Bertram)	2982	0.20	0.11	0%	157	53	53	263
4001 Bonita Pl	296-302-04	Industrial	M-P	20	4.44	20	No	Industrial (Bertram)	2975	0.44	0.43	22%	1	5	6	12
495 Imperial Hwy	296-303-09	Industrial	C-M	20	0.54	20	Yes	Perching Lot	N/A	0.20	0.09	0%	4	18	19	41
4111 N Palm St	296-303-13	Industrial	M-P	20	4.25	35	No	Industrial (Bertram)	Not Available	Not Available	0.22	*	36	12	12	60
4141 N Palm St	296-303-12	Industrial	M-P	20	4.75	20	No	Industrial (Bertram)	Not Available	Not Available	0.50	*	2	13	14	29
499 Imperial Hwy	296-303-14	Industrial	C-M	20	0.62	35	Yes	Industrial (Bertram)	Not Available	Not Available	0.40	*	14	5	5	24
2630 Imperial Hwy	303-082-13	Commercial	G-C	20	2.00	35	Yes	Restaurant	2964	0.24	1.46	4%	10	4	4	38
3025 Associates Rd	303-082-16	Commercial	G-C	20	1.10	35	No	Childcare/Pharmacy	2973	0.22	0.30	22%	99	30	31	155
3033 Associates Rd	303-082-17	Commercial	G-C	20	1.45	35	Yes	Smile Plaza (Strip)	2977	0.24	23.23	24%	1	6	6	13
1941 N Placenta Ave	303-251-04	Commercial	G-C	20	0.71	35	No	Restaurant	2977	0.05	1.10	6%	18	6	7	31
1933 N Placenta Ave	303-251-05	Commercial	G-C	20	0.53	35	No	Apartment - 2 related	2972	0.23	2.10	23%	18	6	7	31
2140 N State College Blvd	303-302-02	Greenbelt Concept	G-C	20	2.83	35	No	Offices	Not Available	Not Available	0.50	*	19	6	7	32
2931 N Wood Ave	308-001-23	Commercial	G-C	20	0.38	35	No	Restaurant	2971	0.11	0.30	10%	14	5	5	24
600 N Placenta Ave	308-001-38	Commercial	G-C	20	0.90	35	No	Single Tenor Retail	2973	0.11	0.24	10%	1	7	8	35
441 N Placenta Ave	308-001-40	Commercial	G-C	20	0.88	35	No	Restaurant	Not Available	Not Available	4.44	*	1	8	8	17



City of Fullerton
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2530 N. Lincoln Ave	338-081-41	Commercial	G-C	20	0.90	35	No	Restaurant	1972	0.12	0.11	12%	1	6	7	14
821 N Placencia Ave	338-081-42	Commercial	G-C	20	0.66	35	No	Restaurant	1972	0.05	0.20	6%	98	30	30	156
751 N Placencia Ave	338-081-46	Commercial	G-C	20	0.44	30	No	Restaurant	1984	0.32	0.42	32%	16	72	72	160
629 N Placencia Ave	338-081-47	Commercial	G-C	20	0.45	35	No	Small Retail (Strip)	1984	0.20	0.05	0%	57	19	19	95
303 N Placencia Ave	338-041-07	Commercial	G-C	20	0.42	35	No	Apartment - 3 & related	1972	0.47	0.68	47%	11	4	4	19
680 Langleigh Dr	338-082-03	Office	O-F	20	2.85	35	No	Medical Offices	Not Available	Not Available	1.42	*	59	269	200	598
2501 E Chapman Ave	338-181-13	Office	O-F	20	1.74	35	No	Offices	Not Available	Not Available	1.14	*	12	4	5	21
1574 N Placencia Ave	338-161-01	Commercial	G-C	20	0.57	35	No	Restaurant	1973	0.25	0.78	25%	19	7	7	33
1630 N Placencia Ave	338-161-02	Commercial	G-C	20	12.88	35	No	Shopping Center	1983	0.23	0.72	23%	10	3	4	17
3151 North Linda Blvd	338-161-04	Commercial	G-C	20	1.44	35	No	Small Retail (Strip)	1974	0.31	6.77	31%	1	8	8	17
3125 North Linda Blvd	338-161-08	Commercial	G-C	20	0.60	35	No	Shopping Center	1977	0.32	0.67	32%	11	4	4	19
3025 North Linda Blvd	338-161-09	Commercial	G-C	20	0.97	35	No	Carwash	1975	0.45	1.37	45%	10	3	4	17
3970 North Linda Blvd	338-191-03	Commercial	G-C	20	0.51	35	No	Restaurant	1970	0.08	0.32	7%	0	1	2	3
3021 North Linda Blvd	338-201-02	Commercial	G-C	20	0.45	35	No	Shopping Center	1983	0.17	0.57	4%	149	50	50	249
3000 North Linda Blvd	338-202-02	Commercial	G-C	20	0.54	35	No	Restaurant	1985	0.17	1.17	30%	19	6	7	32
1700 N Placencia Ave	338-221-01	Commercial	G-C	20	0.50	30	No	Small Retail (Strip)	1985	0.44	1.12	0%	1	8	8	17
1690 N Placencia Ave	338-222-01	Commercial	O-F	20	0.44	30	No	Medical Offices	1972	0.30	4.78	0%	1	8	8	17
4000 N Harbor Blvd	296-281-10	Commercial	G-C	20	5.44	30	No	Shopping Center	Not Available	0.20	0.73	25%	1	8	8	17
4110 N Harbor Blvd	296-281-11	Commercial	G-C	20	0.11	30	No	Shopping Center	Not Available	0.20	0.72	23%	2	9	9	20
4080 N Harbor Blvd	296-281-12	Commercial	G-C	20	4.54	30	No	Shopping Center	Not Available	0.20	1.49	0%	2	9	9	20
1620 Sunny Crest Dr	028-651-31	Commercial	G-C	20	0.90	30	No	Single Tenant Retail	Not Available	0.22	3.18	22%	1	8	9	18
2444 Fender Ave	338-051-02	Industrial	M-6	20	0.88	20	Yes	Multi-Tenant Industrial	1974	0.35	1.43	48%	1	6	6	13
2456 Fender Ave	338-051-08	Industrial	M-6	20	0.88	20	Yes	Multi-Tenant Industrial	1972	0.44	1.68	48%	2	9	9	20
2478 Fender Ave	338-051-11	Industrial	M-6	20	1.00	20	Yes	Multi-Tenant Industrial	1972	0.43	1.25	48%	2	9	9	20
2488 Fender Ave	338-051-12	Industrial	M-6	20	1.00	20	Yes	Multi-Tenant Industrial	1972	0.42	1.23	42%	1	9	9	19
2500 Fender Ave	338-061-22	Industrial	M-6	20	1.00	20	Yes	Multi-Tenant Industrial	1972	0.48	1.35	48%	1	7	8	16
2512 Fender Ave	338-061-23	Industrial	M-6	20	1.00	35	Yes	Multi-Tenant Industrial	1972	0.48	1.29	48%	50	17	17	84
2524 Fender Ave	338-061-24	Industrial	M-6	20	1.00	35	Yes	Multi-Tenant Industrial	1972	0.49	1.26	49%	14	5	5	24
2536 Fender Ave	338-061-25	Industrial	M-6	20	0.95	35	Yes	Multi-Tenant Industrial	1972	0.49	1.37	49%	39	13	14	66



Site Address/Intersection	Assessor Parcel Number	GP (Current)	Zoning (Current)	Min. Density	Panel Size (Ac)	Realistic Density	Within 100ft of R-1	Existing Use/Vacancy	Year Built	FHA	ILW Ratio	Lot Coverage	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity
2584 Fendler Ave	338-061-27	Industrial	M-6	20	1.00	35	Yes	Multi-Tenant Industrial	Not Available	Not Available	0.00	*	1	7	7	15
2572 Fendler Ave	338-061-29	Industrial	M-6	20	0.83	35	Yes	Multi-Tenant Industrial	Not Available	Not Available	0.00	*	1	5	6	12

*Orange County Assessor Panel data does not include data on this factor for this property.



City of Fullerton
Housing Element

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Appendix H-C:

Analysis of Housing at Risk of Conversion

California Housing Element Law requires jurisdictions to analyze government-assisted housing that is eligible for conversion from lower-income to market rate housing over the next 10 years. State law identifies housing assistance as a rental subsidy, mortgage subsidy, or mortgage insurance to an assisted housing development. Government assisted housing converts to market rate housing for a number of reasons including expiring subsidies, mortgage repayments, or expiration of affordability restrictions.

This section addresses:

- The inventory of assisted housing units that are at-risk of converting to market rate housing during the 2021-2029 period
- An analysis of the costs of preserving and/or replacing these units
- Resources that could be used to preserve at-risk units
- Program efforts for preservation of at-risk housing units
- Quantified objectives for the number of at-risk units to be preserved during the Housing Element Planning Period

1. Inventory of At-Risk Units

Table C-1 lists assisted affordable units in the City. Of these projects, only one is considered to be at risk during the 2021-2029 period.

During the 2021-2029 period, all 101 residential units at Amerige Villas are deemed “high risk” of being lost to the supply of affordable housing in Fullerton. Amerige Villas is participating in a project-based Section 8 contract that is set to expire on January 31, 2025. These units will be converted to market-rate housing at the expiration of affordability controls in 2025. Prior to the expiration date of these units, the City will work with the property owner to confirm that the tenants are properly notified of their rights under AB 1521. The City contacted the property management of Amerige Villas and was notified that the management is in process of extending the affordability covenant for the 101 units. If the extension is unsuccessful, different options may be used to preserve or replace the units. The following analysis demonstrates the cost to the City to preserve these at-risk units.



Table C-1 Assisted Housing Developments

Project	Address	Sec 8 Assist Units	Total Units	Program Type	Overall Exp Date	Financing	Loan Maturity Date	Owner	Risk Level
Acacia Villa (no City involvement)	1620 E. Chapman Ave.	0	0			232/223(f)	2/1/2037	Limited Dividend	None
Amerige Villa Apartments	343 W Amerige Ave.	101	101	Sec 8 NC	1/31/2025	223(a)(7)/221 (d)(4)M	12/1/2019	Profit Motivated	High
Cambridge Court Assisted Living (no City involvement)	1621 E. Commonwealth Ave.	0	0			232/223(f)	1/1/2037	Profit Motivated	None
Casa Maria Del Rio	2200 East Chapman Ave.	24	25	PRAC/811	5/31/2017	811		Non-Profit	Low
Evergreen At Fullerton (no City involvement)	2222 N. Harbor Blvd.	0	0			232/223(f)	8/1/2037	Profit Motivated	None
Fullerton Pointe Apartments (no City involvement)	1318-1424 S. Gilbert St.	0	65			207/223(f)	1/1/2040	Profit Motivated	None
Harbor View Terrace Apts (no City involvement)	2305 N Harbor Blvd	24	24	PRAC/811	5/31/2016	811		Non-Profit	Low
Windsor Gardens Care Center of Fullerton (no City involvement)	245 E Wilshire Blvd	0	0			232/223(f)	1/1/2044	Profit Motivated	None
		149	215						

Source: SCAG based on California Housing Partnership Corp, 2012

2. Cost of Preservation Versus Replacement

There are many options for unit preservation: providing financial incentives to project owners to extend low income use restrictions, purchase of affordable housing units by or for a non-profit or public agency, or providing local subsidies to offset the difference between the affordable and market rate. Scenarios for preservation will depend on the type of project.

a. Rental Subsidy

The City does not have a rental subsidy program and the property at risk does not have a contract for tenant subsidies with HUD or the Housing Authority of the County of Orange. Therefore, rental subsidy is not an option for these units at risk of expiration.



b. Replacement Cost

To understand the significance if these at-risk units are lost from the supply of city affordable housing, the City has prepared a hypothetical analysis that identifies the cost of construction of new regulated housing to replace these at-risk units if they are converted to market-rate units. The cost of developing housing depends upon a variety of factors, including density, size of the units (i.e., square footage and number of bedrooms), location, land costs, and type of construction. According to the 2022 Orange County Housing Funding Strategy, the typical cost of construction for below market rate housing in Orange County for Fiscal Year 2021/22 was \$588,488 per unit.¹ The total cost to replace the 101 at-risk affordable units with new construction, would be approximately \$59.4 million.

c. Acquisition/Rehabilitation Cost

Transferring ownership of an at-risk project to a non-profit housing provider is one of the least costly ways to ensure that the at-risk units remain affordable for the long term. By transferring property ownership to a non-profit organization, low-income restrictions can be secured, and the project would become potentially eligible for a greater range of governmental subsidies.

Under AB 1521, there are required steps for owners of deed restricted properties to take prior to the expiration of those affordability requirements. This law requires that the owner consider an offer to purchase the deed-restricted units. The feasibility of this option depends on funding sources to buy and potentially rehabilitate the property.

d. Cost Comparison

The above analysis attempts to estimate the cost of preserving the at-risk units under various options. However, because different projects have different circumstances and therefore different options available, a direct comparison would not be appropriate. In general, providing additional incentives/subsidies to extend the affordability covenant would require the least funding over the long run, whereas the construction of new units would be the costliest option. Providing rent subsidies would be less costly, but this option is not available as the City does not operate such a program.

The City will support the preservation of affordable housing units that could potentially convert to market-rate during the planning period. The City will monitor all regulated affordable units and assist property owners to the extent feasible in maintaining the affordability of these units and assist tenants if preservation is unsuccessful.

3. Resources for Preservation

A variety of programs exist to assist cities acquire, replace, or subsidize at-risk affordable housing units.

The following summarizes financial resources available to the City of Fullerton.

¹ Orange County Housing Funding Strategy. November, 2022. <https://ceo.ocgov.com/sites/ceo/files/2023-03/Housing%20Funding%20Strategy%20-%202022%20Update.pdf>



a. Federal Programs

- **Community Development Block Grant (CDBG)** – CDBG funds are awarded to cities on a formula basis for housing activities. The primary objective of the CDBG program is the development of viable communities through the provision of decent housing, a suitable living environment, and economic opportunity for principally low and moderate income persons. Funds can be used for housing acquisition, rehabilitation, economic development, and public services.
- **HOME Investment Partnership** – The City of Fullerton receives funds by formula from HUD to increase the supply of decent, safe, sanitary, and affordable housing to lower income households. Eligible activities include new construction, acquisition, rental assistance, and rehabilitation.
- **Section 8 Rental Assistance Program** – The Section 8 Rental Assistance program provides rental assistance payments to owners of private, market rate units on behalf of very-low income tenants. Rental assistance through Section 8 certificates administered by the Orange County Housing Authority (OCHA), which is supported by Fullerton. Approximately 665 households currently receive assistance through Section 8 Housing Choice Vouchers.
- **Section 811/202 Program (Supportive Housing for Persons with Disabilities/Elderly)** – Non-profit and consumer cooperatives can receive no interest capital advances from HUD under the Section 202 program for the construction of very- low-income rental housing for seniors and persons with disabilities. These funds can be used in conjunction with Section 811, which can be used to develop group homes, independent living facilities and immediate care facilities. Eligible activities include acquisition, rehabilitation, new construction, and rental assistance.

b. State Programs

- **California Housing Finance Agency (CalHFA) Multifamily Programs** – CalHFA’s Multifamily Programs provide permanent financing for the acquisition, rehabilitation, and preservation or new construction of rental housing that includes affordable rents for low and moderate income families and individuals. One of the programs is the Acquisition Finance Program, which is designed to facilitate the acquisition of at-risk affordable housing developments and provide low-cost funding to preserve affordability.



- **Low Income Housing Tax Credit (LIHTC)** – This program provides tax credits to individuals and corporations that invest in low income rental housing. Tax credits are sold to those with high tax liability and proceeds are used to subsidize affordable housing. Eligible activities include new construction, rehabilitation, and acquisition of properties.
- **California Community Reinvestment Corporation (CCRC)** – The California Community Reinvestment Corporation is a multi-family affordable housing lender whose mission is to increase the availability of affordable housing for low-income families, seniors, and residents with special needs by facilitating private capital flow from its investors for debt and equity to developers of affordable housing. Eligible activities include new construction, rehabilitation, and acquisition of properties.

c. Qualified Entities to Preserve At-Risk Units

A number of non-profit corporations currently working in Fullerton or in Orange County have the experience and capacity to assist in preserving at-risk units. These non-profits include:

- BRIDGE Housing Corporation (San Francisco)
- Civic Center Barrio Housing Corporation (Santa Ana)
- Jamboree Housing Corporation (Irvine)
- Mercy Housing Corporation (San Francisco)



City of Fullerton
Housing Element

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Appendix H-D:

Public Participation

The Housing Element was developed through the combined efforts of City staff, consultants, community stakeholders, the Planning Commission, and the City Council.

D.1 Housing Game Plan

Beginning in August 2020, the City of Fullerton launched the Housing Game Plan, a comprehensive and multi-faceted plan to address housing in Fullerton. The Housing Game Plan utilized a layered multi-pronged approach for public participation:

D.1.1 Layer 1 – Housing Game Plan Project Champions

Objective. Engage individuals with a heightened interest and influence in housing to review materials, provide input, and provide overall guidance to the Housing Game Plan. Importantly, the Project Champions, selected with City Council input, represent the interests of lower income and special needs households and provide a conduit to bring information forward representing their constituencies. Project Champions are:

Name	Organization/Bio
Barry Ross	Regional Director for Community Health Investment for Providence St Joseph’s Health; works with the St. Jude Medical Center
Jose Trinidad Castenada	Local housing advocate; Orange County Climate Justice Organizer with the Climate Action Group
Elizabeth Hansburg	Planning Commissioner; People for Housing (OC YIMBY); trained planner
Chris Gaarder	Former Planning Commissioner; Sr. Policy Advisor for Orange County Supervisor Andrew Do
Leonel Talavera	Habitat for Humanity OC; oversees neighborhood revitalization efforts in Fullerton
Mohammad Raghib	Works in the financial industry; local community leader for the Islamic Center of Fullerton; involved with Habitat for Humanity
Jay Williams	OC United
Frank Haselton	OC United; land use planner for 40 years
Laura Riegler	California State University of Fullerton (CSUF), Facilities Department; trained architect
Kevin Mo-Wong	Executive Director, Solidarity
Amy Santos	Assistant Director, CSUF Center for Healthy Neighborhoods



Meeting Timing and Topics

- October 15, 2020 – Speaker Series #1 – Housing Element 101 – Consultant: John Douglas – Presentation/discussion/input into presentation before finalized for the Community-at-Large
- October 22, 2020 – Speaker Series #2 – The Economics of Housing Development – Consultants: Julie Cooper and Jason Moody / EPS and Lance Harris / Pro Forma – Presentation/discussion/input into presentation before finalized for the Community-at-Large
- October 29, 2020 – Speaker Series #3 – Land Use and Regulatory Tools – Consultant: Gaurav Srivastava / Dudek – Presentation/discussion/input into presentation before finalized for the Community-at-Large
- November 5, 2020 – Speaker Series #4 – Housing Types – Consultant: John Kaliski / JKA - Presentation/discussion/input into presentation before finalized for the Community-at-Large
- November 17, 2020 – Speaker Series #5 – Rail District Specific Plan Existing Conditions – Consultant: John Kaliski / JKA – Presentation/discussion/input into presentation
- November 19, 2020 – Presentation/discussion on Housing and Land Use Policy Best Practices with Cesar Covarrubius / Kennedy Commission and discussion on housing challenges faced by Project Champion constituents
- December 17, 2020 – Working Session on housing policy including review of existing Housing Element programs and brainstorm on other policies and programs to consider further
- March 18, 2021 – Presentation/discussion with Orange County United Way and introduction of forthcoming on-own housing policy prioritization exercise
- April 2021 – On-own housing policy prioritization exercise

The City received the following feedback during the Housing Game Plan Project Champions meetings:

- New housing should incorporate provisions for non-motorized transportation (walking, bikes, e-bikes, public transit, etc.)
- Housing projects built on the south side of the BNSF/Metrolink tracks should incorporate a bridge over the tracks if a crossing/undercrossing isn't close by to facilitate pedestrian activity
- Housing built on the south side of the tracks needs to embrace the historical Mexican culture of the neighborhood
- New housing adjacent to the historic packing house district (south side of tracks between Harbor Boulevard and Richman Street) could be a mix of duplexes, triplexes, and fourplexes
- Redevelopment of the historic packing house district could provide incubator space for new businesses; however, higher residential densities are needed to be able to support new businesses such as cafes, restaurants, stores, or other service businesses
- Desire for extensions to the Orange County Streetcar project, under construction in Santa Ana, or Bus Rapid Transit (BRT) northward up Harbor Boulevard to provide public transit opportunities in support of new housing adjacent to the Fullerton Transit Center
- New housing (multi-family) should be close to amenities such as children day care, a public plaza, transit, and walkable greenspace



- The City of Fullerton, when selling surplus land, should only be selling to developers that will provide affordable housing, especially at the low- and very low income levels
- Concerns regarding gentrification/displacement of existing residents (primarily Hispanic/Latino) in neighborhoods adjacent to the Rail District Specific Plan area
- Desire for community gathering places that celebrate the existing communities adjacent to the Rail District Specific Plan area
- Desire for mixed-income communities
- Lack of sufficient services and housing resources for homeless residents, particularly in and near Richman Park

Stakeholder Survey

Following HCD comments received on May 9, 2024, the City emailed a survey to interested parties to obtain local knowledge on fair housing issues and patterns. Questions explored whether City policies have historically provided diverse housing opportunities in these affluent neighborhoods and what measures could enhance housing availability, with options including ADUs, multifamily housing on commercial sites, and multiple-unit housing. Additionally, the survey sought information on neighborhoods where people experiencing homelessness tend to congregate, including their access to transportation and services. It also asked about recent trends among the homeless population. Finally, the survey requested identification of neighborhoods with housing in poor physical condition needing rehabilitation or repairs. The City received responses from five survey participants.

The survey asked participants for information on differences between areas of the city designated by HUD as “racially concentrated areas of affluence,” or RCAAs, meaning these areas have a higher percentage of households that are racially white and have a higher income than other areas of the city. These areas are mainly in northeast Fullerton. Survey respondents indicated that RCAAs are characterized by large parcels, large single-family homes, greater setbacks, and hilly terrain. The large, single-family homes are affordable to higher-income residents who are typically well-educated professionals. This area also has abundant parkland and high-performing schools. It was noted that RCAAs in Fullerton have minimal multifamily zoning and opportunities for diverse housing typologies, which limits opportunities for low or moderate-income households. It was also noted that while some residents in RCAAs may support constructing an ADU for a family member, they are generally opposed to additional density, citing infrastructure constraints. The lack of diverse housing opportunities in RCAAs has created and perpetuated racial and economic segregation within the city. When asked what housing programs would be most helpful to increasing housing opportunity in RCAAs, respondents noted that the City could encourage construction of ADUs and allow multifamily and mixed-use housing. Respondents also supported affordable housing development on religious institutional sites and establishing an ordinance to streamline affordable housing development on land owned by religious institutions and remove the prevailing wage requirement.

Respondents were also asked about trends related to homelessness in Fullerton. Respondents noted that there is a concentration of people experiencing homelessness in the neighborhoods of Santa Fe District/SOCO, Independence Park, and S. Woods Ave/W Orangethorpe Ave, Craig Park, and Chapman Park. Individuals experiencing homelessness are also found along major arterials, including Lemon Street, Orangethorpe Avenue, under the State Route (SR) 57 freeway, Hillcrest Park, and in the shopping centers



and at bus depots. In terms of trends among homeless residents, respondents noted that older women appear to be a growing population of residents experiencing homelessness.

Survey participants were also asked about locations in the city where housing is most likely to be in need of rehabilitation or repair. Respondents noted the neighborhoods of Independence Park, Artesia Blvd/N, Gilbert Park, W Commonwealth Ave/N Basque Ave; Valencia Park, the neighborhoods south of Commonwealth Ave, and areas near downtown and the train station, were more likely to be in need of rehabilitation or repair.

Feedback from the survey was incorporated into the following Housing Plan Policy Actions:

- Policy Action 3.3-b was updated to target outreach regarding SB 9 to high resource neighborhoods in northeast and northwest Fullerton.
- Policy Action 3.3-f was added to continue efforts to conduct outreach to religious institutions with excess land to develop affordable housing.
- Policy Action 3.4-g was revised to focus housing development of a mix of housing types in northeastern and northwestern Fullerton.
- Policy Action 3.9-a was updated to focus outreach for rehabilitation needs in areas where there is a concentration of substandard housing.
- Policy Action 3.15-h was added to continue outreach efforts to areas where there is a concentration of people experiencing homelessness.

D.1.2 Layer 2 – Community-at-Large

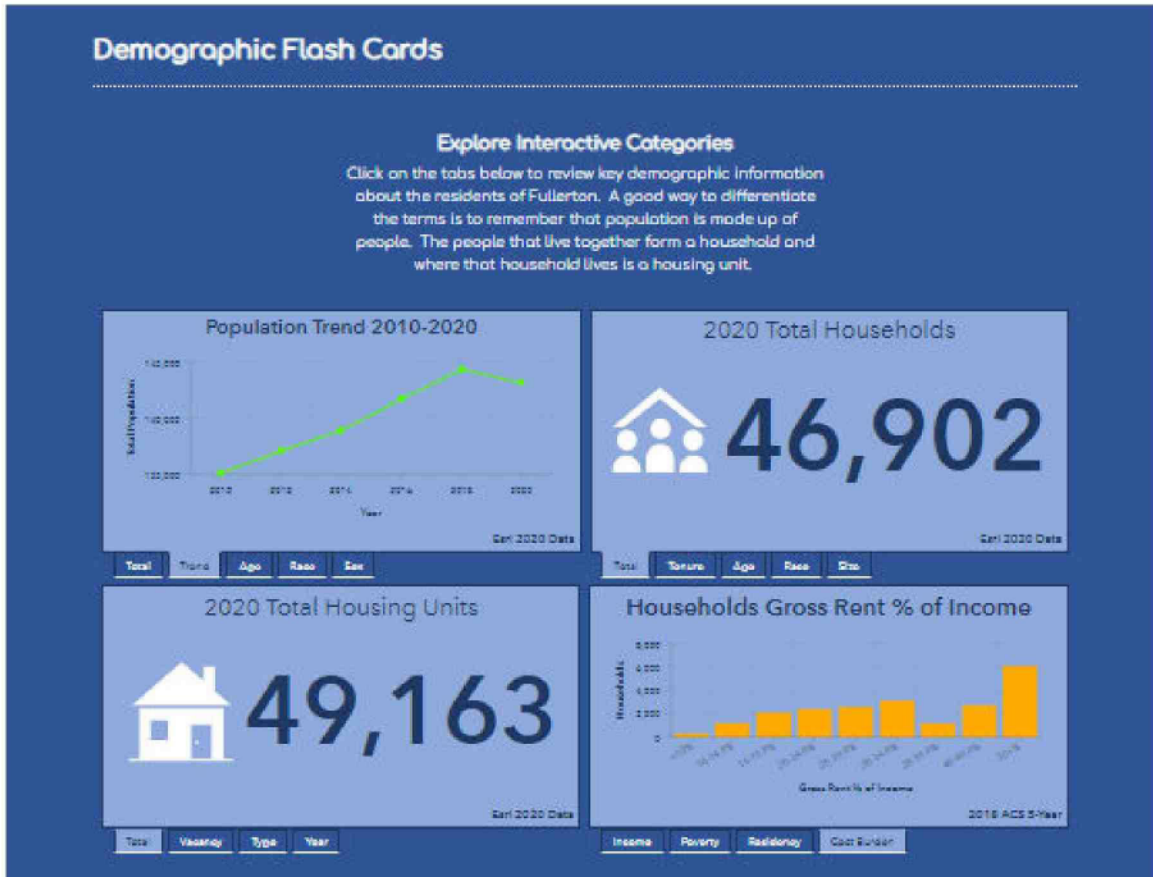
Objective. Engage interested community members through various opportunities including education and input in multiple formats.

Dates and Opportunities

- Ongoing – Housing Game Plan Website (www.cityoffullerton.com/housinggameplan) which in addition to having meeting notices and documents, can be translated into a wide range of languages. This website includes the following pages:
 - Draft Map – Housing Incentive Overlay Zone (638264878250800000 (cityoffullerton.com))
 - 2023 Fullerton Housing Element (Housing Element Update 2023 | Fullerton, CA (cityoffullerton.com))
 - Housing Incentive Overlay Zone Updates (Housing Element Update 2023 | Fullerton, CA (cityoffullerton.com))



a. Housing-relevant demographic information





b. Housing Fundamentals Speaker Series On-Demand Videos (in English and Spanish):

- Speaker Series #1 – *Housing Element 101*
- Speaker Series #2 – *The Economics of Housing Development*
- Speaker Series #3 – *Land Use and Regulatory Tools*
- Speaker Series #4 – *Housing Types*

Housing Fundamentals Speaker Series

Speaker Series - Session #1 - Housing Element 101
Learn all about the Housing Element, what it is, why the City has one, and the process to update it.
[Español](#)

Speaker Series - Session #2
The Economics of Housing Development
Learn about basic economic principles of the housing market, how the trends in the market are impacting households and ways that the City can help.
[Español](#)

Speaker Series - Session #3
Land Use & Regulatory Tools
Learn about the foundations for City land use regulation and the regulatory tools the City can use to facilitate housing production.
[Español](#)

Speaker Series - Session #4 - Housing Types
Learn about different options for residential design in this primer on housing types.
[Español](#)



c. Interactive Maps:

- Fullerton Housing Tenure
- Fullerton Median Household Income



d. Opportunity to Sign Up for Updates, which has collected 562 email addresses for those desiring to stay involved.

City staff sent updates via email to announce events and opportunities, including:

- Housing Needs and Priorities Survey resulted in the collection of 336 email addresses for community members desiring to stay involved in the Housing Element Update process.
- April 26, 2021 – Introduction to Housing Game Plan with CSUF Center for Health Neighborhoods (Spanish translation of presentation and discussion provided)
- October 7, 2021 – Housing Element Virtual Community Workshop which was advertised on the Housing Game Plan website with direct notice sent to those previously providing email address with Spanish translation available. The Workshop provided a presentation on Housing Element Overview, Policies and Programs, Land Inventory, and Next Steps followed by a facilitated discussion with those in attendance including Project Champions and the Community-at-Large.
- September 7, 2023 – Announcement of Notice of Completion of Initial Study and Scoping Meeting for the Environmental Impact Report for the Housing Incentive Overlay Zone (HIOZ).
- January 25, 2024 – Presentation of the Draft Housing Element at Community Meeting

e. **Housing Needs and Priorities Survey.**

- February 4 to April 6, 2021 – The Housing Needs and Priorities Survey was offered in both English and Spanish. Media kits were also prepared in English, Spanish and Korean for use by Project Champions, Planning Commissioners, and City Councilmembers to encourage participation. The survey was advertised (along with introducing the Housing Game Plan website) on Fullerton’s Facebook, Instagram and Twitter accounts including paid advertisements as well as cable TV channel. The survey resulted in 458 English and 27 Spanish language responses. Questions and responses to the survey are provided below.



The City received the following feedback from the Housing Game Plan Online Survey:



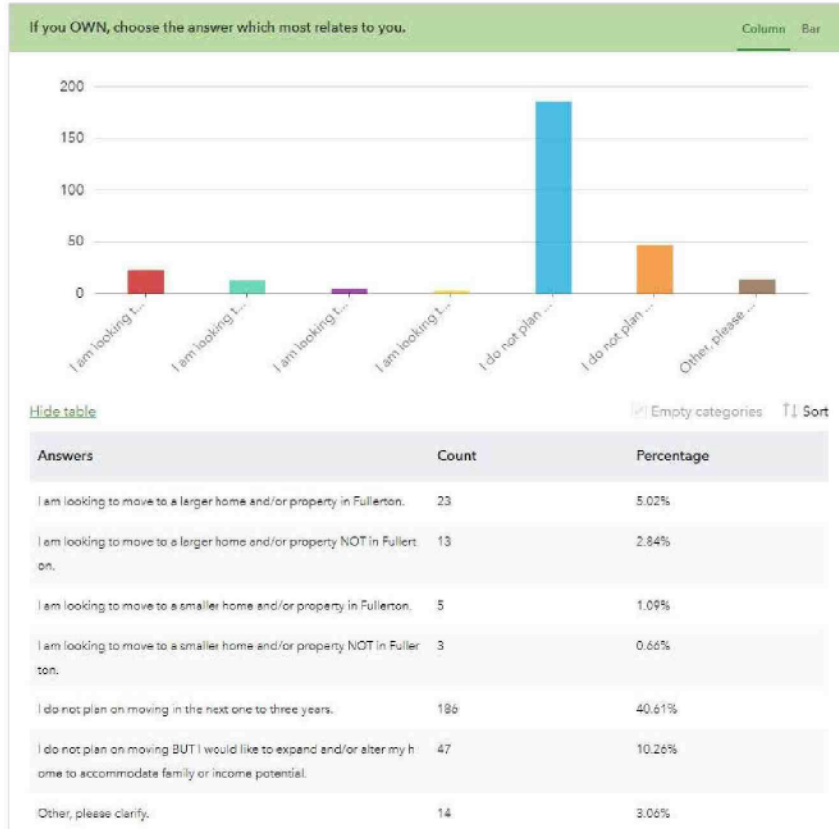
Housing Needs & Priorities Survey Results



Approximately 60% of survey respondents own a home in Fullerton, 35% rent their home in Fullerton, and 5% want to reside in Fullerton, but do not currently.



City of Fullerton Housing Element



Other, please clarify.

Word cloud

The word cloud requires at least 20 answers to show.

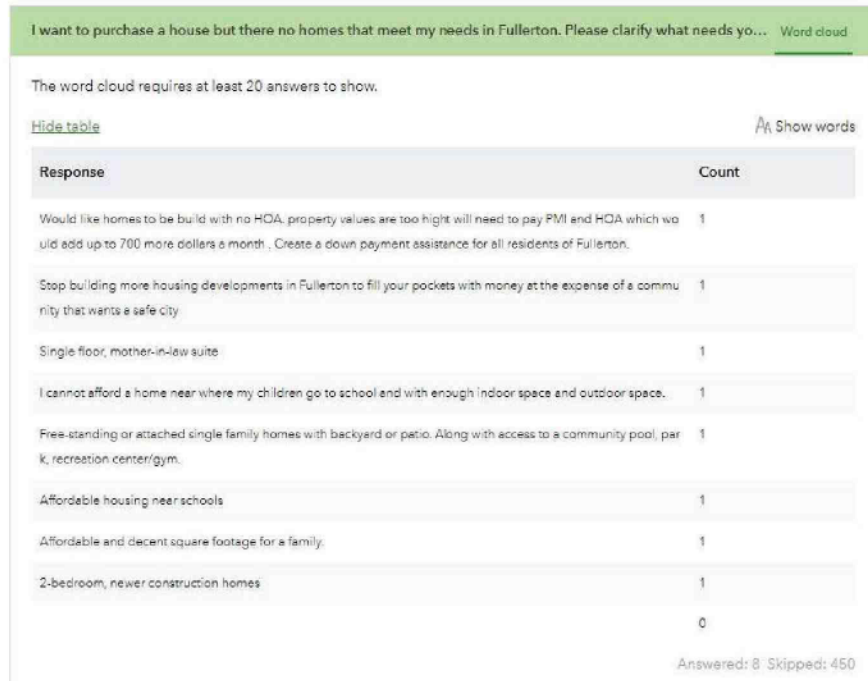
Hide table

Response	Count
Stop building high rise epts in downtown.	1
Some time in the future we will most likely retire elsewhere	1
Planning to move away to safer city with less crime, less homelessness, with better infrastructure	1
No projects in Fullerton	1
Looking for investment homes.	1
Interested in purchasing a home to rent.	1
I'm looking to get out of this state entirely but if I do stay in California it will certainly not be in Fullerton	1
I am not moving. Fix the streets.	1
I am looking to move to a similar sized home not in Fullerton in 5 years.	1
I am concerned for housing being available for others.	1
How is the city going to meet the need of increased use of electricity and gas with the increase in density? How far are we from the insane housing requirements from the state? Do we have the infrastructure in place to support	1
Do not plan on moving	1
Do to build anymore housing in Fullerton.	1
Contemplating move from fullerton due to current conditions in this city.	1



Among survey respondents who own a home in Fullerton, most do not plan on moving within the next three years, and 10% want to expand or alter their home to accommodate family or income potential. Five percent of respondents are looking to move to a larger home and one percent of respondents are looking to move to a smaller home. Approximately 4% of respondents who own a home in Fullerton plan on moving outside of the city.

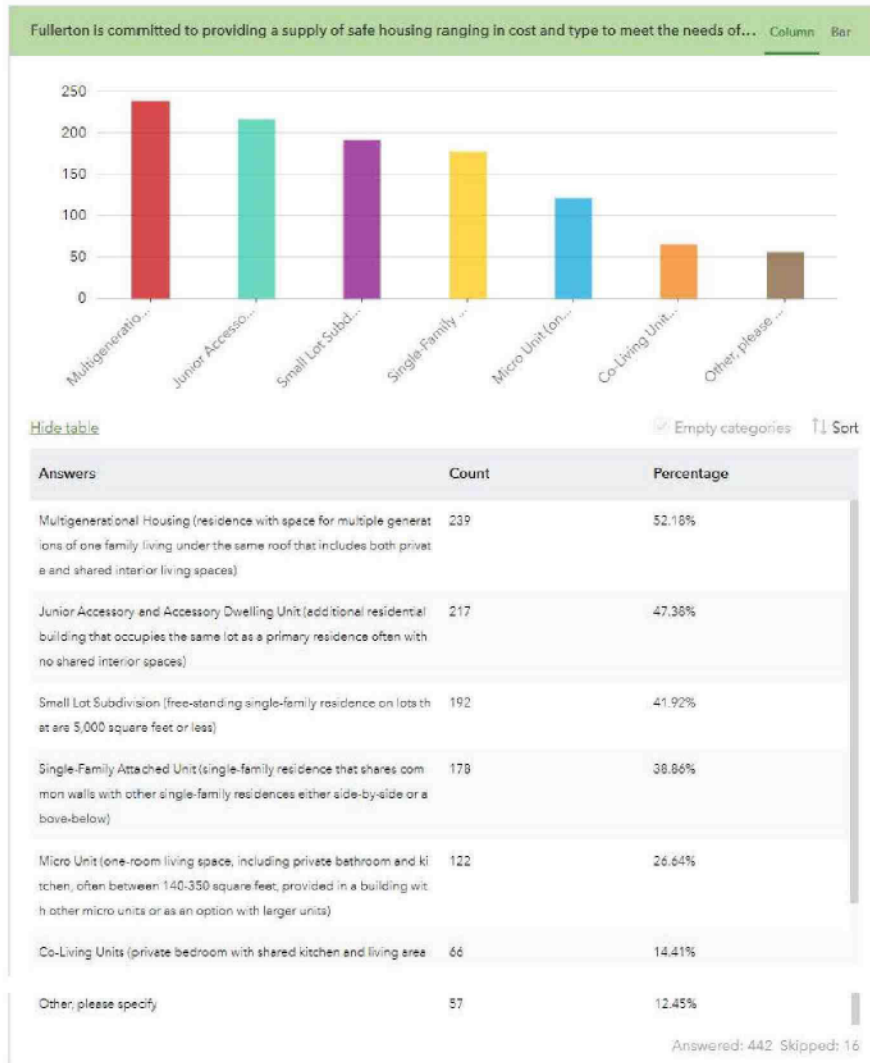




Among respondents who rent their home in Fullerton, 27% are interested in purchasing a home in the city. Twenty-four percent of renter respondents want to purchase a home but cannot afford to and two percent cannot find a home that meets their needs. Respondents who stated they cannot find a home to meet their needs identified a variety of housing needs, including a home large enough to accommodate their family, housing with access to amenities and outdoor space, affordable housing, and housing in proximity to schools. Sixteen percent of renter respondents do not qualify for a loan to buy a home. Approximately 12% of renter respondents are not interested in purchasing a home.



City of Fullerton Housing Element





Other, please specify		Ward cloud
Response	Count	
With all options, parking permits and number of cars per unit absolutely must be limited and enforced by the police department/code enforcement. We have too many cars per residence as it is in the city, this issue must be addressed early on.	1	
Will the codes address issues with an increasing density in single family neighborhoods? Where does quality of life for existing residents who purchased homes in established neighborhoods fit in? Will this decrease property values in the city?	1	
What is the fixation that there must be some other way? Fullerton has a nice balance now. Leave it alone!	1	
We're over populated in southern california and Fullerton should be investing into projects that deal with real issues. For example, the population boom has led to worsening droughts due to the consumption of water by a larger population.	1	
Traditional housing i.e. single family dwelling on its own lot	1	
Tiny houses for seniors, vets, and small families to purchase in affordable ways.	1	
Tiny houses / tiny house community	1	
Tents along the rail road tracks	1	
Stop the over development and over population of Fullerton.	1	
Stop building more housing developments in Fullerton to fill your pockets with money at the expense of a community that wants a safe city	1	
Stop building high rise apts in downtown.	1	
Single family, big lots with community amenities, no HOAs	1	
Single family our city does not have the water, police, fire department roads are congested and the in bad condition	1	
Single family non-attached homes. Please stop the soviet era block style apartment buildings. They are turning the city into walled canyons.	1	
Single family homes	1	
Single family home.	1	
single family detached home on 6000 sq. ft. lots	1	
Signal family with own lot	1	
Rent controlled moderate income housing	1	
Quit shoving all this high-density housing people's throats, it's obvious residents here do NOT WANT IT! FIX THE ROADS!!!!	1	
permenant supportive housing	1	
Permenent supportive housing for our houseless residents	1	
Permenent supportive housing	1	
Nothing, we are good as is, Apartments are not the answer. Why give non property tax paying residents a say in anything? Think of San Marino.	1	



City of Fullerton Housing Element

Nothing, we are good as is. Apartments are not the answer. Why give non property tax paying residents a say in anything? Think of San Marino. 1

Normal house on a normal private lot please 1

None. Stop building 1

None. Fix the streets. 1

None of these. Single family homes only 1

None of that sounds personally appealing 1

No to cramped housing, stop trying pack people in like sardines! 1

No projects in Fullerton 1

No more housing. No more high density. Less traffic and congestion. More open spaces 1

No additional housing created - it's too crowded here already 1

My next-door neighbor's government pays \$2,200 a month to house him and his family. If whoever wants to live in Fullerton can afford to live in Fullerton, then come on in. 1

more single family homes with large lots and can build AUD 1

Manufactured home developments in which owners own the land. Manufactured homes are much cheaper than in-place construction. You should also stop building luxury apts. to rip-off the young and ignorant and start building condos people can buy. 1

Look at other options. We are filling all our lots with large complexes. Our infrastructure is suffering. 1

Large lots with single family homes. And lots of parks and open space. 1

Large lots with single family homes. And lots of parks and open space. 1

Large lots for single family homes. Lots of parks and open space. 1

I think we are in danger of over building residential. 1

High-rises 1

Fullerton currently seems over-developed especially considering our failing infrastructure. this should be tabled until the city can come up with funds to fix our roads. 1

For your planning, please do not consider high density housing as this tends to impact our home values in a negative way. Also, the overcrowding impacts traffic in negative ways. 1

Duplex unit 1

Do nothing. I moved here because of what it is, not what it will be in 5, 10 or 20 years. 1

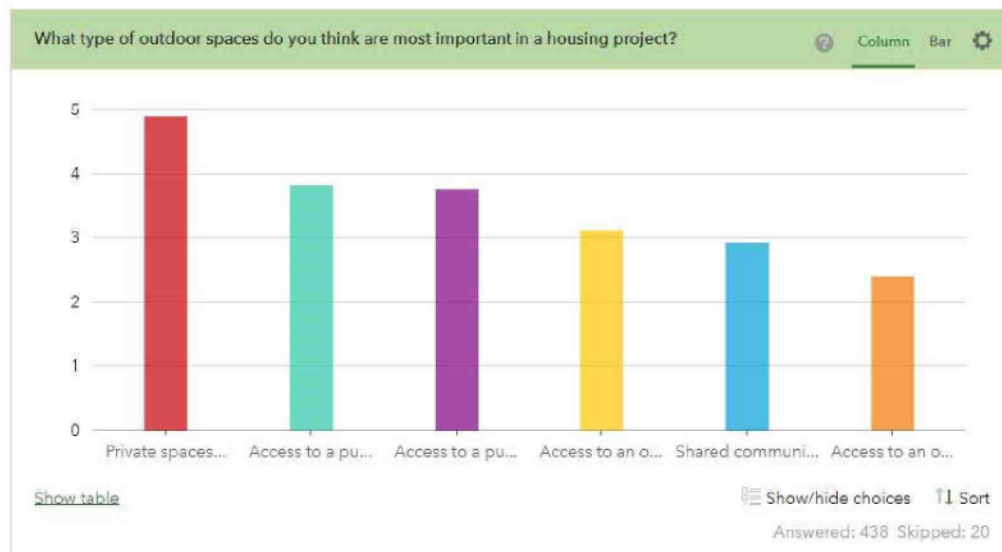
Do not build anymore housing in Fullerton. 1



Build new apartment buildings away from established neighborhoods. Please do not overcrowd our beautiful city.	1
Apartment buildings that are not more expensive than a mortgage	1
Any type of adequate and dignified housing easily accessible and affordable for young working-class people including college students and other young people entering the workforce and working towards independence.	1
All those options sound like a nightmare.	1
Affordable rentals that are well maintained	1
Affordable housing units	1
Affordable detached with a yard	1
I think Fullerton is already overcrowded. I don't think we need to keep worrying about housing people. Let's just worry about the people who are here now. We don't need to make our roads even more crowded	1
	0

Answered: 56 Skipped: 402

The most commonly preferred types of housing development among survey respondents were multigenerational housing (52%), junior accessory and accessory dwelling units (JADUs and ADUs) (47%), small lot subdivisions with free-standing single-family residences (39%), and single-family attached residences (38%). Micro units and co-living units were the least popular housing types.





City of Fullerton
Housing Element

Rank	Answers	1	2	3	4	5	6	Average score
1	Private spaces such as a backyard and/or patio	58.9% 258	12.79% 56	7.99% 35	7.31% 32	6.16% 27	6.62% 29	4.90
2	Access to a public park with programmed spaces such as sport courts, child's play equipment, exercise equipment (within 5 minute walk)	17.12% 75	21.69% 95	21.69% 95	15.98% 70	13.01% 57	10.27% 45	3.82
3	Access to a public park with non-programmed spaces (within 5 minute walk)	10.96% 48	24.89% 109	23.06% 101	18.26% 80	16.44% 72	6.16% 27	3.76
4	Access to an off-street recreational trail (within a 5 minute walk or ride)	4.79% 21	16.44% 72	18.26% 80	23.06% 101	22.15% 97	15.07% 66	3.13
5	Shared community spaces such as a pool, exercise room, BBQ area	5.71% 25	15.75% 69	15.98% 70	17.12% 75	19.63% 86	25.57% 112	2.93
6	Access to an on-street bicycle facility (within a 5 minute ride)	2.28% 10	8.22% 36	12.79% 56	18.04% 79	22.37% 98	36.07% 158	2.41

Answered: 438 Skipped: 20



Survey respondents prefer private open spaces followed by access to public parks with and without programmed spaces such as sport courts and children’s play equipment. The types of outdoor spaces that were least preferred include shared community facilities, such as a community pool, and access to on-street bicycle facilities.





	peak travel hours (within a 5 minute walk)							
4	Private parking for 1 car per dwelling unit	10.05%	16.89%	27.63%	15.07%	14.38%	15.98%	3.45
		44	74	121	66	63	70	
5	Convenient access to train station	4.34%	14.38%	21%	21.46%	17.35%	21.46%	3.03
		19	63	92	94	76	94	
	Access to a bus route with more than 15 minutes							
6	between the arrival of buses during peak travel hours (within a 5 minute walk)	3.2%	10.96%	18.04%	22.6%	24.43%	20.78%	2.84
		14	48	79	99	107	91	

Regarding transportation options for housing, survey participants overwhelmingly prefer private parking. According to 42% of survey respondents, the most important transportation infrastructure in a housing project is private parking for two vehicles, followed by private parking for three or more vehicles (28%), then access to a bus route arriving in less than 15-minute intervals (12%). The least popular transportation infrastructure associated with housing was convenient access to a train station (4%) and access to a bus route arriving over more than 15-minute intervals.



City of Fullerton Housing Element





City of Fullerton
Housing Element

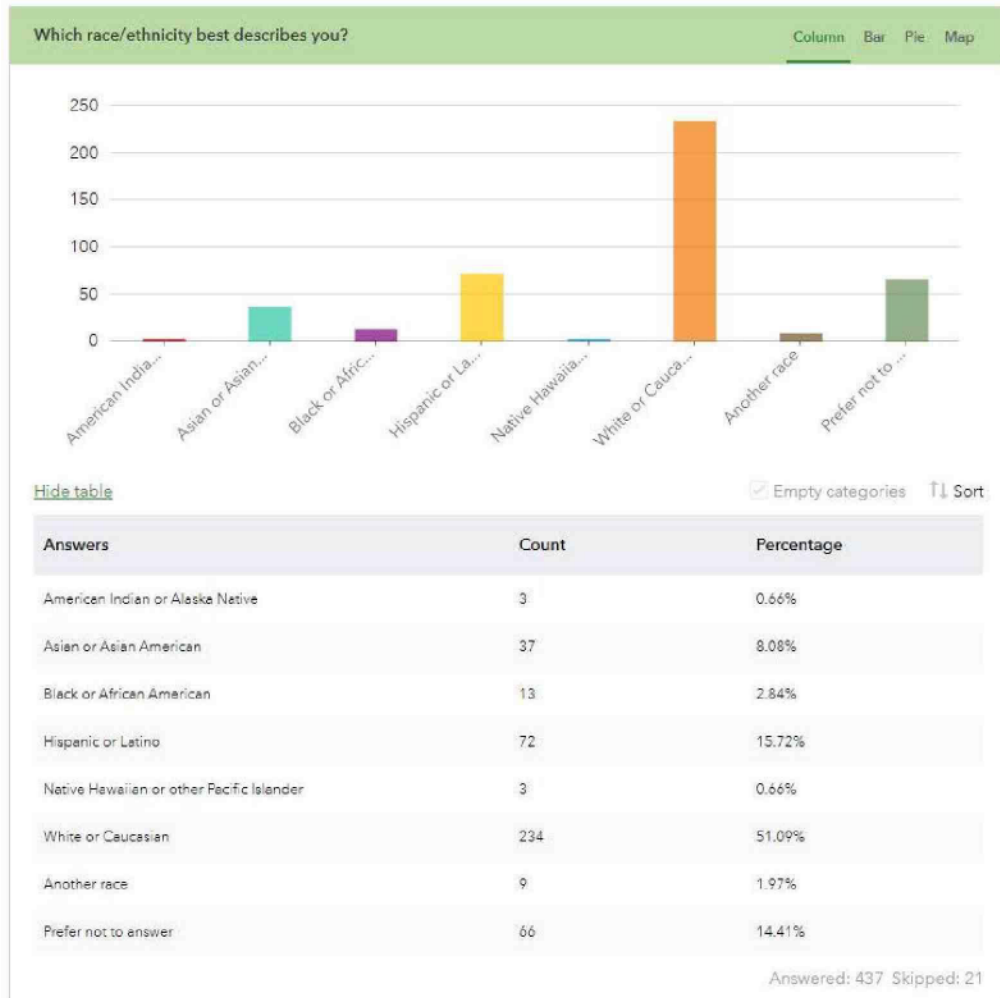
5	Proximity to commercial amenities and services including school and church	4.19%	8.37%	13.49%	17.91%	21.86%	19.07%	15.12%	3.37
		18	36	58	77	94	82	65	
6	Transportation infrastructure (parking and/or access to bus or train)	2.09%	7.67%	11.63%	18.37%	18.14%	19.77%	22.33%	3.09
		9	33	50	79	78	85	96	
7	Location versus hazard areas such as flood zones or fire severity zones	2.09%	9.3%	10.23%	13.26%	12.33%	20.93%	31.86%	2.85
		9	40	44	57	53	90	137	

Answered: 430 Skipped: 28

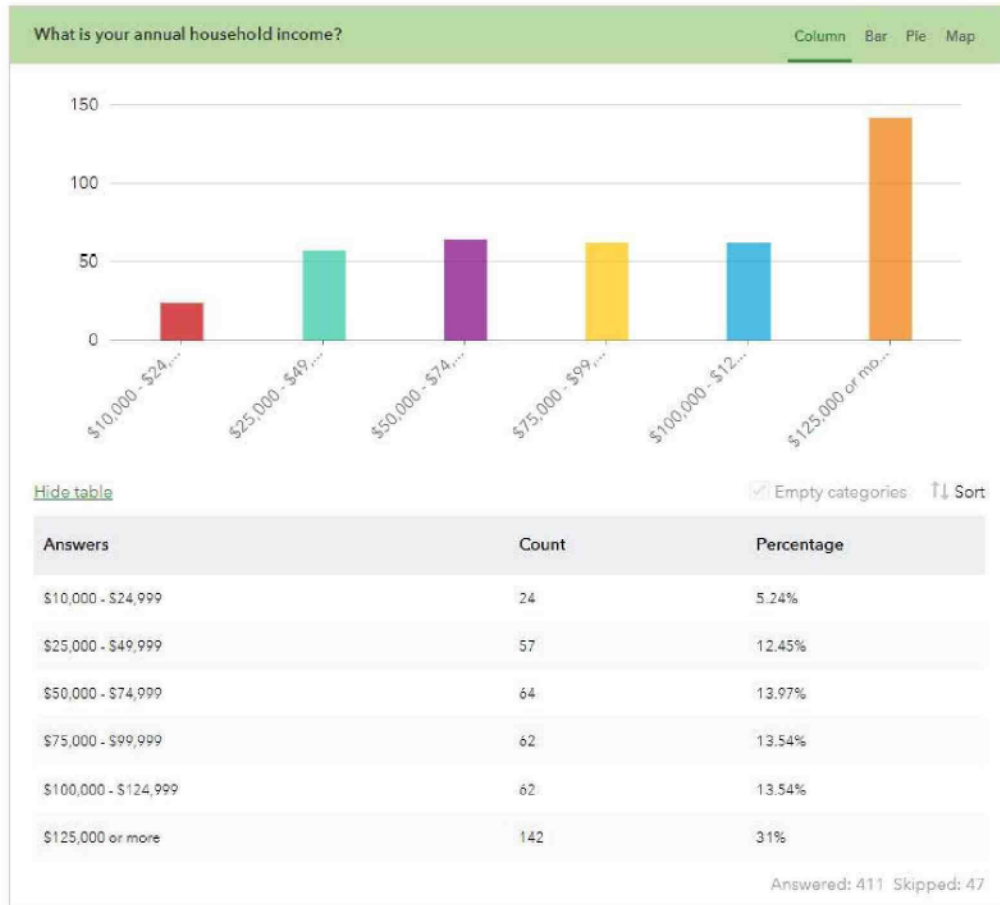
When asked about the most significant factors when choosing housing, 45% of respondents reported cost and 40% reported appearance and safety as the most important considerations. Respondents considered location relative to hazards, such as flood zones and fire hazard severity zones, and transportation infrastructure, such as parking and transit access, as the least important factors.



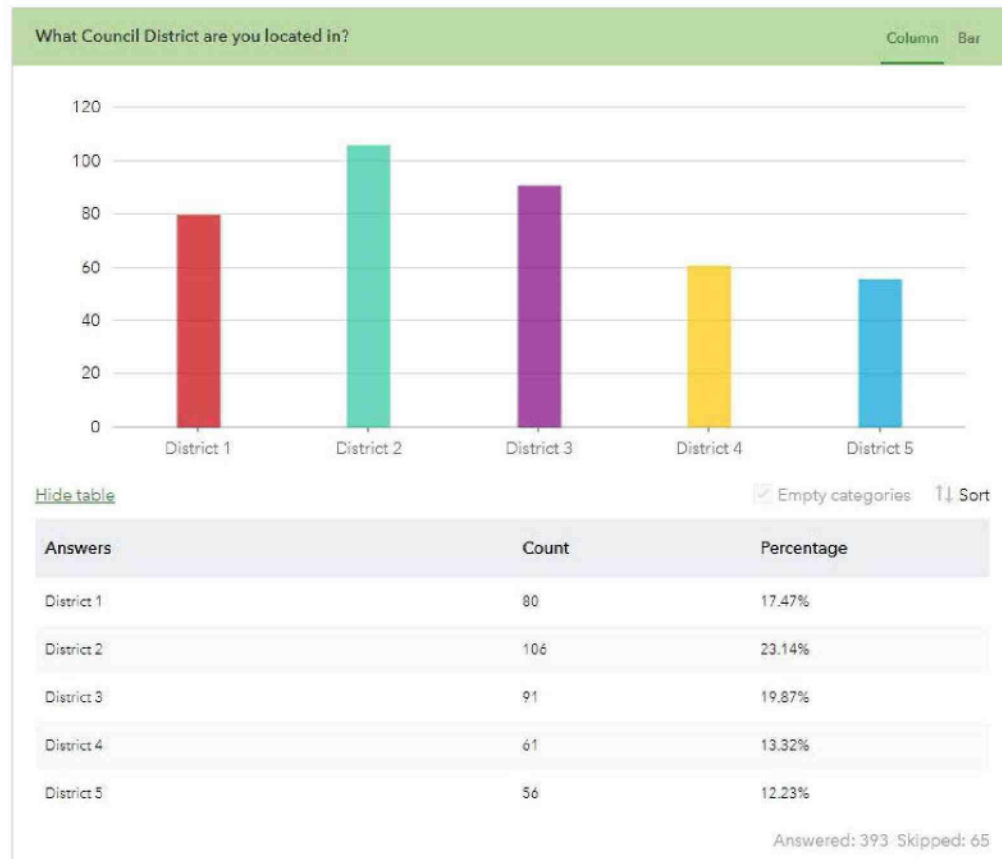
The majority of survey respondents were adults aged 35 or older (77%) and almost a third of respondents were aged 55 or older (33%). Less than 3% of respondents were under the age of 25. The age distribution of survey respondents indicates that survey responses may not adequately represent the preferences of young adults, such as college students, who are likely to be single, live with roommates, or have limited income.



Most survey respondents identify as White or Caucasian (51%), followed by Hispanic/Latino (16%), and those who prefer not to answer (14%).



Almost a third of survey respondents (31%) reported a household income of \$125,000 per year or more. According to HCD’s income limits at the time of the housing survey (2021), a household of four making \$106,700 per year or less would be considered low income; therefore, approximately 45% of survey respondents were lower income.



Survey respondents are distributed throughout all five of the City’s council districts, although more likely to reside in District 2.

D.1.3 Layer 3 - Development Stakeholders

Objective. Engage market-rate and affordable housing developers to gain insight and knowledge regarding the opportunities and constraints of housing development both generally in California and specifically to experiences in Fullerton.

Meeting Timing and Topics

- October 12, 2020 – Market-rate developer virtual interview session (Red Oak, City Ventures, Warmington)
- October 13, 2020 – Market-rate developer virtual interview session (Brandywine, Intracorp, Melia Homes, Province Group)
- October 27, 2020 – Affordable developer virtual interview session (Jamboree Housing, Related)
- March 30, 2023 – Urban Land Institute (ULI) Technical Assistance Panel #2 – Trends in Housing Development (ULI Orange County/Inland Empire, Orange County Council of Governments)
- August 17, 2023 – Housing – Religious Sites Meeting (OC United, various Fullerton churches)



- August 30, 2023 – Sober Living and Recovery Home Virtual Roundtable (The Association of California Cities, California Sober Living and Recovery Task Force, Orange County Grand Jury)
- September 20, 2023 – The Olson Company Housing Roundtable (The Olson Company)
- September 23, 2023 – Staff presentation of housing development in Fullerton, HEU, and HIOZ to OC United (a non-profit group of representatives of Fullerton churches)

The City received the following feedback during the development stakeholder meetings:

- Construction of new housing is most economical when buildings do not exceed three stories in height; however, multi-family housing must be multiple stories to be economically feasible. Generally, multifamily residential projects are economically feasible when they utilize the state density bonus laws, which allow reduced parking and other concessions.
- When providing affordable units through the bonus density laws, developers are willing to provide units at the moderate-income level. Lower-income units require monetary assistance or the development of higher costing market rate units to cover the difference in rental income from development of lower income units.
- New state laws that allow for building units in non-traditional non-residential zones (office, commercial) are always considered; however, prevailing wage requirements for project construction make projects financially infeasible.
- New state laws that allow new development near high quality transit corridors (train stations, frequent bus line stops, transit hubs, etc.) without any parking are not attractive to build as the majority of buyers/renters want vehicle parking spaces.
- Developers generally don't want to use the state's builders remedy allowance and would prefer to work constructively with the city and with its concurrence (i.e., stay within the good graces of the City Council and residents).
- Need housing solutions for homeless residents, specifically safe parking areas for homeless residents living in vehicles.
- Stakeholders suggested churches be allowed to develop housing units on their properties by-right.

D.1.4 Layer 4 - Policy Makers

Objective. Engage the Planning Commission and City Council to facilitate discussions and action with respect to the City's housing goals and policies.

Timing and Topics

- February 17, 2021 - Planning Commission study session to introduce the Community and Economic Development Department's current work with respect to facilitating housing production, including the Housing Game Plan broadly and the individual planning efforts specifically.
- March 9, 2021 – City Council study session to introduce the Community and Economic Development Department's current work with respect to facilitating housing production, including the Housing Game Plan broadly and the individual planning efforts specifically.



City of Fullerton Housing Element

- December 8, 2021 – Planning Commission study session on the draft Housing Element, which was advertised on Housing Game Plan website with direct notice sent to those previously providing email address in addition to posting on the City’s public notice boards, weekly email blast, social media, website and advertised in the Fullerton Tribune newspaper.
- January 19, 2022 – Planning Commission public hearing on the draft Housing Element which was advertised on Housing Game Plan website and directly to those previously providing email address in addition to posting on the City’s public notice boards and website and advertised in the Fullerton Tribune newspaper.
- February 1, 2022 – City Council public hearing on the draft Housing Element which was advertised on Housing Game Plan website and directly to those previously providing email address in addition to posting on the City’s public notice boards and website and advertised in the Fullerton Tribune newspaper. Final adoption of the Housing Element was continued to a date uncertain.
- August 2, 2022 – City Council received an update on the Housing Element progress and approved amendments to the consultant contracts.
- September 20, 2022 – City Council study session on the Housing Incentive Overlay Zone. Overall, community members showed support for affordable housing development in the city and requested additional information on the HIOZ and continued public participation in the Housing Element update process.
- February 15, 2023 – Planning Commission study session on the Housing Incentive Overlay Zone. During the study session, the HIOZ received both support and disapproval from community members.

The City received the following feedback during the Planning Commission and City Council study sessions and public hearings:

- Support for establishing the HIOZ, including support for increasing density and lowering parking requirements, and support for affordable housing development in general
- Disapproval of the HIOZ due to concern over street improvements, with some community members expressed they would prefer a different approach to encourage housing development.
- A representative from the Kennedy Commission spoke in favor of creating the HIOZ
- A balance must be maintained that maintains the uniqueness of the City while providing more affordable housing
- A recommendation was made to have a higher percentage of affordable units on HIOZ zoned properties and religious sites, if allowed to develop residential units
- A recommendation was made to adopt an inclusionary housing ordinance
- A recommendation was made to develop a score card for all new residential developments and those that don’t make the required minimum scores wouldn’t be allowed to move forward
- More preservation zones need to be established in the city and any new housing in those districts would need to respect the unique architecture of those districts
- There was a request to set housing mandates instead of incentives
- Concerns about lack of funding to upgrade City infrastructure when more units are being required
- Multiple comments about the high cost of housing in Fullerton and Orange County in general



- A comment was provided that the City should not incentivize above-market rate units
- Comments were received that more units shouldn't be approved because the streets weren't being maintained
- A comment was received that stated that all new developments should have ground-floor units to accommodate those with physical disabilities
- Need to address homelessness in city.
- Need for housing for homeless residents, low income residents, and affordable housing for seniors.
- Concern over the effects of increased density in the city.
- Feedback throughout the public participation process informed multiple aspects of the Housing Element update, including the analysis of housing needs, constraints, and fair housing issues, as well as the proposed housing programs. Community feedback was addressed as follows:
Need for housing that accommodates large families: The need for housing for large households was analyzed in the Housing Element including the number and tenure of large households and trends regarding overcrowded housing. In addition, the Housing Element analyzes housing resources available to large household and the disparity between the number of housing units that can accommodate large households and the number of households in need. In response to the need and desire for more housing that can accommodate large households, Policy Action 3.4-f in Chapter 4, Housing Plan, supports the development of large rental units.
- **Desire for access to outdoor space and outdoor amenities:** This need was addressed by including proximity to open space and outdoor amenities as part of the scoring criteria for the HIOZ. The HIOZ scoring system prioritizes properties within ¼ mile of open space and amenities, among other criteria, thereby encouraging housing development near open space and amenities.
- **Preference for a variety of housing types, including multigenerational housing, JADUs and ADUs, small lot subdivisions with free-standing single-family residences, and single-family attached residences:** This need was addressed through analysis of trends involving large households, ADUs, and opportunities for lot consolidation. The Resources and Constraints Analysis analyzed permitting requirements for ADUs and Policy Action 3.6 in the Housing Plan proposes several actions that support the development of ADUs. In addition, Policy Action 3.4 includes strategies to encourage development of a variety of housing types, such as single-room occupancy units and large multifamily units.
- **Preference for private parking, particularly for at least two vehicles per housing unit:** This desire was addressed by not including any policies or policy actions that would decrease parking.

D.2 Draft Housing Element Public Review

Initial Draft Housing Element Public Review

The City released the initial Draft Housing Element Update for public review between November 30, 2021 and December 31, 2021. The City advertised the publication on the Housing Game Plan website and sending direct notices to the notification list. In addition, the City posted notices of the Housing Element Update publication on public notice boards and the City website. Comments from the public were incorporated into the revised Draft Housing Element (see Chapter 1, Introduction). The following comments were received during the public review period:



- Recommendation that outreach be conducted in Korean.
- Comments about the importance of protecting historical housing stock.
- Recommendation that higher residential densities be implemented.
- Recommendation that a stand-alone inclusionary housing ordinance be implemented rather than the HIOZ.
- Concerns regarding retaining high-performing commercial and industrial sites and recommendation that they be removed from the HIOZ list.
- Concerns about impacting historic neighborhoods and historic resources particularly with the construction of ADUs.
- Recommendation that above-market units be capped until the lower income units have been provided.
- Recommendation requiring projects be built with a local skilled and trained workforce.
- Recommendation that an inclusionary ordinance be implemented across all income levels.

In response to these comments, the City removed high-performing commercial sites from the HIOZ. To respond to comments supporting the development of affordable housing, the City added an action in the Housing Plan to complete a feasibility study on in-lieu payments to a Housing Trust Fund and, if feasible, amend the municipal code to allow for an in-lieu fee structure and implement an Inclusionary Housing Ordinance (Policy Action 3.14-b). To address concerns about historic homes, the City strengthened actions in the Housing Plan to preserve historic homes and resources (Policy Action 3.8).

The following comments were received after the public review period but taken into consideration of the revised draft Housing Element:

- Letter of support for a Congregational Overlay Zone to allow affordable housing by-right on land owned by religious organizations with a suggestion to add a policy to analyze the potential for adopting a Congregational Overlay Zone. In response to this comment, the City added a policy action to analyze the potential for a Congregational Overlay Zone (Policy Action 3.7-a).
- Comment letter providing information on how “light-touch density” (allowing multiple units in single-family zones) can help the City meet RHNA. In response to this comment, the City added a policy action to maximize the density potential of limited land resources by promoting residential densities that achieve the highest allowable density for specific properties, prioritizing sites near transit stops (Policy Action 3.3-a).
- Letter of support to add a portion of the Orangefair Marketplace to the HIOZ. In response to this comment, the City will add 1300-1440 S. Harbor, 140-246 W. Orangethorpe, and 1390-1401 Lemon to the list of HIOZ sites.

January 2024 Revised Draft Housing Element Public Review

The revised draft Housing Element was released for public review from January 15, 2024 to January 26, 2024. The City advertised the publication on the City website, public notice boards, and sent emails to over 350 individuals and interested parties on the notification list.

The City received two written comments and one phone call during the public review period. One letter was from the owner of two commercial properties in Fullerton, and the other was from a resident. The



commercial property owner asked for clarification on the HIOZ list and stated that the maximum height limits for new development adjacent to R-1 zones limited development. The commenter recommended amending the maximum height limits. The resident expressed concern about properties near their home needing rehabilitation, vacant commercial storefronts, and increases in crime rates. The resident stated their apprehension over additional housing density in the city.

The City received one phone call from a resident requesting information on income levels for the various affordability categories and enhanced Site Inventory maps. This information has been added to the City's website.

During the second public review period, the City held a community meeting on January 25, 2024. The City emailed meeting notifications to over 350 individuals/parties on the notification list and placed notices in the newspaper, on the City website, and in public noticing locations (in front of City Hall). The City posted notices on social media and made announcements during City Council and Planning Commission meetings. Approximately 80 people attended the community meeting. The presentation provided an overview of the Housing Element and summarized the major revisions since the last draft. The following comments were received during the community meeting:

- Affordable housing is intended for working class residents, but as the annual low-income limit in Fullerton is \$107,550 per household, it is challenging even for people working full time jobs to afford housing.
- Affordable housing is needed, but there are concerns about overbuilding housing.
- Concerns regarding additional housing and the quality of life in Fullerton, as well as potential environmental impacts.

Additionally, attendees had questions and concerns about the HIOZ sites, the RHNA, and the City's affordable housing and accessibility policies. Attendees also had questions about whether the City's infrastructure and public services could accommodate an increase in housing density and requested increased outreach and communication with community groups.

In response to concerns regarding impacts to public infrastructure, the environment, and quality of life from increased housing, the City responded that it is preparing an environmental impact report (EIR) for the HIOZ which evaluates potential impacts with anticipated buildout. In response to the comments received on Housing Plan actions and objectives, the City evaluated the Housing Plan and determined that the objectives as drafted are realistic and attainable.

June 2024 Revised Draft Housing Element Public Review

Following receipt of comments provided by HCD dated May 9, 2024, the Housing Element was revised and the City published the revised Draft 2021-2029 Housing Element on the City's website on June 14, 2024 for a seven-day public review. The City advertised the publication on the City website and public notice boards and sent emails to over 350 individuals and interested parties on the notification list. The City received three comment letters during the June 14 to June 21, 2024 public review period and two letters immediately following the public review period with the following comments:

- General support for the Housing Element.



- Desire for the City to ensure that HIOZ sites are suitable for residential development and habitation.
- Desire for the City to monitor extremely low-income housing development.
- Concern that reducing parking minimums will reduce available parking in the city.
- Recommendation that language translation services and materials for public engagement should be provided for residents who speak Spanish, Korean, Tagalog, and Arabic.
- Desire for the City to ensure adequate and sanitary emergency housing for unhoused residents.
- Recommendation to base the number of unhoused residents on a survey provided to families by the school district instead of the 2022 Point in Time Count.
- Rapid Rehousing units are an alternative to emergency shelters for special housing needs and low-income residents.
- Request to include specific properties in the HIOZ.
- Concern there is not enough public space to support higher density development.
- Desire to ensure that City's historic resources, culture, natural areas, and scenic resources are preserved
- Recommendation to require inclusionary housing and high-density affordable housing rather than market-rate housing.
- Recommendation to devise a lower CUP fee structure for large group homes rather than removing the CUP requirement.
- Desire for more public and active transportation

During this public review period, the City Council held a study session open to the public on June 18, 2024. The City Council heard presentations on updates to the Housing Element and the HIOZ and received eight public comments. Comments centered on the following themes:

- Support for the affordable housing development requirement in the HIOZ and/or additional measures to increase affordable housing production in the city
- Desire to increase the required parking space standards in the HIOZ and/or have underground parking
- Support for City outreach to property owners of religious institution sites for affordable housing development

Following the June 2024 public review and receipt of comments provided by HCD dated August 15, 2024, the Housing Element was revised. One comment letter was submitted after the public comment period on behalf of the Housing Action Coalition, dated September 12, 2024 (included in the attached public participation materials). The content of that letter will be considered in the subsequent draft of the Housing Element.

Housing Incentive Overlay Zone Outreach

Beginning early 2023, the City conducted additional community engagement efforts to garner public input on the HIOZ, including hosting an Open House and conducting a HIOZ Property Owners Survey. Each public outreach activity was advertised to the community through multiple media outlets, such as noticing mailers sent to property owners of HIOZ sites, event fliers published in the Fullerton Observer newspaper and City



website, and announcements at Planning Commission meetings. The Property Owners Survey and Open House are described below.

Housing Incentive Overlay Zone Property Owners Survey

On April 20, 2023, The City sent notices to over 800 property owners of sites included in the HIOZ, with a link to the online Property Owners Survey hosted by Survey Monkey. Sixteen property owners participated in the survey. Approximately 88% of respondents replied they would consider having their property included in the HIOZ and 75% of respondents reported being open to redeveloping their property with residential uses. In addition, respondents brought up concerns regarding the financial feasibility of housing development using the HIOZ, including costs for off-site improvements, potential incentives, or tax breaks, and reducing the required percentage of affordable units as part of housing development under the HIOZ. Several respondents expressed interest in allowing mixed use development under the HIOZ.

Housing Incentive Overlay Zone Open House

The City hosted an open house on May 11, 2023 to present the HIOZ to the community. Over 50 community members attended the open house. The open house consisted of an introduction to the HIOZ, posterboards with information on the HIOZ, and discussion questions regarding how the HIOZ works and its effects. Overall, participants were supportive of the HIOZ.

The following comments were discussed during the HIOZ Open House:

- Concerns about individuals purchasing HIOZ zoned properties on speculation and building residential units
- Concerns over the loss of commercial properties and loss of tax revenue caused by removal of commercial and industrial development for housing
- Desire to reduce the number of HIOZ parcels to meet the RHNA number of 13,209 units upon build-out, instead of exceeding the RHNA
- Desire to allow smaller sites to build units whereby the proposed HIOZ development standards would preclude them (i.e., requiring lot consolidation)
- Concerns about requiring the inclusion of affordable units (i.e., assumption that units would be “Section 8” - negative connotation of Section 8 housing)
- Inquiries as to whether the City would provide financial incentive to developers who build units
- Inquiries as to whether the State will provide financial assistance to the City or developers to make infrastructure improvements

In response to these concerns, the City removed high-performing commercial sites from the HIOZ, added a Policy Action to support lot consolidation (Policy Action 3.3-c), and strengthened Policy Action 3.16 to promote housing vouchers and provide education and outreach to property owners and managers. The City also added actions to acquire funding to support development of affordable housing (Policy Action 3.7-c).



D.3 Homes For All Initiative – Housing Questionnaire

The City of Fullerton participated in the Homes for All Initiative, a collaboration between various non-profit organizations and community members with the intent to inform and empower residents on their city's housing plans and support affordable housing production. The initiative included listening circles that provided feedback on housing conditions throughout the city. Five listening circles were hosted throughout the city, during which a housing questionnaire consisting of 30 questions was circulated. The questionnaire was designed to capture measures of rent burden, overcrowding, demographics, public health, and civic engagement. The questionnaire received 90 responses, most of which were provided by Hispanic/Latino families and mothers residing in Fullerton.

The following concerns were identified during the housing questionnaire:

- Long-term residents are at risk of displacement due to increasing rent
- Need for larger housing units (three or more bedrooms) to accommodate large families
- Need for improvements to code enforcement activities as many housing units are in need of maintenance or repair

In response to these concerns, the City added policy actions to support resources for tenants at risk of displacement (Policy Actions 3.5-a, 3.14-c, 3.14-b, 3.16-a through d), the development of housing for large households (Policy Action 3.3-f), and resources for housing repair and maintenance (Policy Action 3.9-a, 3.9-c, 3.9-f) as identified in Chapter 4, Housing Policy Plan.