

II. LAND USE ELEMENT

INTRODUCTION TO THE LAND USE ELEMENT

Cypress began as a small dairy community established as a result of the inception of Pacific Electric's Santa Ana rail line in 1903. Soon after the City's incorporation in 1956, Cypress began a period of rapid development; predominantly the development of single-family subdivisions. The master-planned Cypress Business Park began to flourish in the mid-1970s and 1980s, providing significant employment opportunities for the City's then 40,000 plus residents. An extensive parks and recreation system has been developed to serve City residents and workers, contributing to the well-balanced community Cypress has become.

As Cypress continues to mature, this Land Use Element will serve as the City's long-range guide for making land use decisions regarding the City's physical development.

PURPOSE

The scope and content of the Land Use Element is governed by State law (Section 65302(a) of the Government Code).

The Land Use Element and the Land Use Policy Map represent two very important components of the General Plan. Together, they establish the overall policy direction for land use planning decisions in the City. The Land Use Policy Map displays graphically the location and distribution of land use in Cypress, whereas the text of the Land Use Element describes the form these uses will take, as well as the programs the City will pursue to implement the land use goals.

Goals and policies set forth in the Land Use Element shape and reflect the policies and programs contained in the other General Plan elements. For example, the street system and circulation improvements described in the Circulation Element are designed to accommodate the intensity of use allowed by land use policy. Housing Element programs focus on neighborhood stabilization and rehabilitation of housing units.

The Land Use Element is divided into seven sections: Introduction, Relationship to Other Plans and General Plan Elements, Relationship of Existing Plans and Programs to Citywide Economic Development Efforts, Summary of Existing Conditions, Key Land Uses, Description of the Land Use Plan, and Goals and Policies.

RELATIONSHIP WITH OTHER PLANS AND GENERAL PLAN ELEMENTS

RELATIONSHIP TO OTHER PLANS

Due to the comprehensive nature of the Land Use Element, land use issues are not addressed in the same detail as they might be in certain physical planning documents, plans, and ordinances the City may adopt. The land use categories described in the Land Use Plan section of this element indicate general categories of allowed uses and development intensities within each land use category. Other documents, including the zoning ordinance, specific plans, and redevelopment plans, establish more specific regulations and policies influencing development. These are discussed below.

In addition to locally adopted plans, ordinances, and regulations, a number of regional plans also affect the City. Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans which affect Cypress. Relevant regional plans are discussed briefly at the end of this section to indicate the relationship of those plans to this General Plan.

City of Cypress Zoning Ordinance. The Zoning Ordinance establishes land use districts in which specific regulations apply, such as density, height, size, and development character. The Ordinance consists of two primary parts: a map that delineates the boundaries of zoning districts; and text that explains the purpose of the district, specifies permitted, conditional and accessory uses, and establishes development and performance standards.

As a charter city, Cypress has no explicit requirement to ensure that its legislative enactments, including zoning, are consistent with the general plan. However, in the interest of sound planning, Cypress has and will make every effort to ensure consistency. Each of Cypress' general plan land use categories corresponds to one or more zoning districts. The relationship between the zoning and general plan land use categories is shown in Table LU-9, *General Plan/Zoning Relationship*, in the Land Use Designations section of this Element.

Specific Plans. Specific Plans are designed to implement General Plan goals and policies by designating land uses, densities, development and design standards in more specific detail. This is accomplished by designating specific locations and intensities for land uses and specific development standards and design guidelines. A specific plan is able to address smaller areas that have unique qualities and require focused planning attention. A specific plan may be designed to implement any of a general plan's elements.

Cypress has adopted six specific plans which provide development guidelines for the Cypress Business Park: Cypress Corporate Center Specific Plan; McDonnell Center Specific Plan; Warland/Cypress Business Center Specific Plan; Cypress View Limited Specific Plan; Cypress Business and Professional Center Specific Plan; and the Lusk Company Industrial Park. In addition, the City has adopted four other specific plans – one to guide the development of the Sorrento Homes project, two to guide development in focused areas on Orange Avenue, and another to guide the development and design of projects along Lincoln Avenue. The boundaries of each specific plan area are delineated on Exhibit LU-4, *Land Use Policy Map*, at the end of this Element.

Redevelopment Plans. The State legislature has enacted laws that allow cities and counties to adopt redevelopment plans that are intended to revitalize and rehabilitate blighted areas. Redevelopment plans provide a means for government agencies to encourage private reinvestment in blighted areas through initial government assistance.

Redevelopment is intended to eliminate deficiencies and to cause the comprehensive planning, redesign, and reconstruction of specific areas in order to facilitate a higher and better utilization of land. It is also intended to increase construction activities and employment opportunities. An additional goal of redevelopment is to provide economic stimulation through commercial growth and expansion.

Cypress has adopted redevelopment plans for three areas: the Civic Center, Lincoln Avenue, and Los Alamitos Race Track and Cypress Golf Course (refer to Exhibit LU-1, *Redevelopment Project Areas*).

- The Civic Center Redevelopment Project Area was originally adopted in 1982 and amended in 1988 to encompass the Texaco Tank Farm property. The Plan seeks to establish a focal point for the Civic Center area, and to provide public uses to serve the community.
- The Lincoln Avenue Project Area was adopted in 1990. The Lincoln Avenue corridor is lined with a variety of retail commercial establishments, some residential units, and a few heavy commercial establishments. The area was designated as a redevelopment project area due to a number of issues including: inadequate building maintenance, an incompatible mixture of land uses, defective design and character of physical construction, economic maladjustment, irregular parcelization, and deficient public improvements and facilities. The goal of the Plan is to create a more economically viable and physically attractive commercial corridor. The Lincoln Avenue Specific Plan also helps to accomplish this goal.
- In 1990, a redevelopment plan for the Los Alamitos Race Track and Cypress Golf Course was adopted. The primary goal of the plan is to facilitate circulation, drainage, and sewer improvements. In addition, the Plan will stimulate construction activity in the area, thereby increasing employment opportunities in Cypress and improving the physical and economic viability of the area.

Development Agreements. Development agreements are authorized by State law to enable a city to enter into a binding contract with a developer in order to define for the city the type, character, and quality of development and guarantee the developer that the necessary development permits will be issued regardless of changes in regulations that may occur in the future.

This ensures that a developer of a multi-phased project who has based project financing on conditions negotiated with the City at a particular time would not be adversely affected by subsequent change in regulations that might otherwise effect the project. This, in turn, enables the City to obtain additional contributions and benefits from the developer.

Cypress has currently entered into five development agreements: Cypress Business and Professional Center, Cypress Corporate Center, Warland/Cypress Business Center, Sorrento Planned Community (which has been built), and Olson residential development. Each of these agreements acts as an implementation tool for the adopted specific plan for each area, providing

Insert Exhibit LU-1
"Redevelopment Project Areas"

the developer vested rights to proceed with the land use plan and development standards for the project area. Benefits to the City from these development agreements have included, but are not limited to: refurbishment of the golf course and race track, provision of permanent flood control facilities, dedication of land for parks, and provision of landscaped berms and parkways.

Airport Environs Land Use Plan (AELUP). The Joint Forces Training Center (JFTC) Los Alamitos (formerly referred to as the Armed Forces Reserve Center (AFRC) Los Alamitos) is located south of Cypress in the City of Los Alamitos. The prevailing approach path for the facilities at the Joint Forces Training Center traverses the southern portion of Cypress, primarily over the Business Park. The JFTC is basically a military helicopter reserve training facility with occasional operations by fixed wing transient military and civil support aircraft.

Cypress has the sole authority to regulate land uses within the airport's flight approach and the planning area established by the Airport Land Use Commission (the 100:1 FAA imaginary surface) to protect the public's safety and welfare (refer to Exhibit SAF-7 in the Safety Element). Land uses that are appropriate for this area fall within general advisory guidelines established by the Airport Land Use Commission (ALUC). Recommendations include prohibiting residential development in noise impacted areas and avoiding excessively tall buildings or large concentrations of people in areas detrimental to an airport's operation.

The ALUC for Orange County has adopted an Airport Environs Land Use Plan (AELUP). The AELUP seeks: 1) to protect the public from the adverse effects of aircraft noise (to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents), and 2) that no structures or activities adversely affect navigable airspace.

City and county general plans must be consistent with the AELUP unless specific findings can be made by the local legislative body. State law grants review powers to the ALUC involving the following actions of local agencies within the planning boundaries:

- Amendment of a City's General Plan;
- Amendment of a City's Specific Plan;
- Adoption of Zoning Ordinances; and
- Adoption of Building Regulations.

Prior to amending a general plan or specific plan, the involved locality must submit the proposal to the ALUC for review. In terms of assessing consistency between local general plans and the AELUP, the ALUC focuses on the following three areas: noise, safety, and building height. The Noise and Safety Elements address these issues; building height is also addressed in the Cypress Zoning Ordinance and Specific Plans for the Business Park. The following building criteria are utilized as part of the County's AEULP consistency review procedures:

- Does the agency have a map or other graphic that depicts imaginary surfaces for the airports which impact the City?

- Are there policies in the General Plan that reference FAA studies and clearances?

Regional Plans. In the latter half of the 1980s, growing regional concern and legislation regarding traffic, air pollution, rising housing costs, and other issues affecting the Southern California community as a whole led the Southern California Association of Governments (SCAG) to prepare comprehensive regional plans to address these concerns. Three plans that affect planning in Cypress include SCAG's Regional Mobility Plan, Growth Management Plan, and the Air Quality Management Plan prepared by the South Coast Air Quality Management District (SCAQMD).

These three plans are intended to work in concert to help reduce traffic congestion and pollutant levels throughout the greater Los Angeles basin.

The General Plan includes relevant policies and programs that reflect and respond to SCAG's and SCAQMD's regional goals. In particular, policies in the Land Use and Housing Elements address regional jobs/housing balance objectives, the Circulation Element contains programs aimed at reducing traffic congestion, the Housing Element discusses Cypress' role in providing affordable housing, the Growth Management Element addresses the need to balance growth with infrastructure capacities, and the Air Quality Element outlines the City's efforts to participate in programs aimed at improving regional air quality.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Cypress General Plan contains eight elements. Each element examines a specific issue area, such as land use, circulation, safety, or noise. Despite the subject division, each element's content may partially overlap with another element's content. The relationship between the Land Use and Housing, Circulation, Open Space/Conservation/Recreation, Noise, Air Quality, Safety, and Growth Management Elements is described below.

The Cypress Land Use Element sets forth standards that specify levels of residential, commercial, and industrial development intensities. By defining the extent and density of future residential development in Cypress, the Land Use and Housing Elements jointly work to meet the community's share of regional housing needs.

The Land Use Element is coordinated with the Circulation Element and the Conservation/Open Space/Recreation (COSR) Element. As population increases gradually over time, additional services and facilities are needed to accommodate the new growth. Improvements to the City's transportation network and recreation facilities are examples of some of the improvements that will need to occur. Cypress' Circulation and COSR Elements outline needs, opportunities, and deficiencies which correspond to the development permitted within the Land Use Element.

Policies and implementation measures contained in the Land Use Element are also partially derived from safety and health concerns delineated in the COSR, Noise, Air Quality, and Safety Elements. For example, the COSR and Safety Elements identify areas that should remain undeveloped because of flooding, geologic instability, and other safety concerns. Right-of-ways are established in the Land Use Element to create safety zones to protect the public's safety and welfare. Similarly, sensitive receptors (hospitals, schools) are identified in the Noise and Air Quality Elements because they are the most affected by noise and air pollution conditions. The Land Use Element utilizes this information to generally locate sensitive receptors away from primary noise and air pollution contributors.

In addition, growth patterns established in the Growth Management Element provide input for the Land Use Element in guiding Cypress' future development. Combined, all of these issues influence development in the community, as the Land Use Element utilizes information presented in other elements to position land uses a safe distance from hazards and to provide sufficient services for new development.

RELATIONSHIP OF EXISTING PLANS AND PROGRAMS TO CITYWIDE ECONOMIC DEVELOPMENT EFFORTS

The following overview summarizes past and present economic development efforts that provide a solid base upon which to build future programs in the City of Cypress.

City of Cypress 1998 Strategic Plan. In May 1998, the City Council and Staff participated in a strategic planning orientation. This orientation provided an introduction and overview of strategic planning, its purpose and merits. In July 1998, a Focus Group comprised of randomly selected Cypress residents and another comprised of Cypress businesses representing a cross section of the community were convened. These focus groups were an important element in the strategic planning effort by providing an opportunity for the community to comment about City services and programs and offer insight into community desires for change in the future.

At the request of the City Council, a Citizen Satisfaction Survey was incorporated into the strategic planning project. The survey indicated which public services residents and businesses were most and least satisfied with. Additional information about City programs and services was provided by City Staff along with an analysis to identify internal strengths and weaknesses, as well as external opportunities and threats to consider when developing plans for the future.

As part of the Strategic Plan, the Mission and Vision Statements of the City of Cypress were established. The Vision Statement said: "The vision of the City of Cypress is to be an outstanding family-oriented community and premier business center." Three-year goals were developed in conjunction with the Strategic Plan as follows:

- Increase retail, restaurant and entertainment uses;
- Complete the Lincoln Avenue streetscape and promote revitalization;
- Develop and begin to implement a plan for adequate replacement funds for public facilities and infrastructure;
- Maintain and improve public safety; and
- Enhance youth, senior, family and community programs and recreational facilities.

Capital Improvement Program. Each year, portions of the City, Recreation and Park District and Redevelopment Agency budgets are devoted to projects that maintain and improve the City's infrastructure of streets, storm drains, sewers, traffic signals, buildings and park facilities. The current Capital Improvement Program (CIP) for fiscal years 1999-2000 through 2005-2006 appropriates \$19.4 million for the seven-year period.

The goal of the City of Cypress' seven-year CIP is to identify all facility upgrades, infrastructure maintenance or new construction of facilities, along with their funding sources, so that the City can have a financial plan to meet those needs. In addition, it provides the means to effectively prioritize projects based on the health, safety and welfare of Cypress' residents and businesses, when the financial resources are not available to fund all of the City's needs. The CIP program ensures that Cypress will continue to maintain its distinctive high quality appearance for years to come.

Redevelopment Plans. Cypress has adopted redevelopment plans for the following three areas to provide implementation tools to facilitate economic and residential development: the Civic Center (1982), Lincoln Avenue (1990), and the Los Alamitos Race Track and Cypress Golf Course (1990). Among the implementation tools are financing incentives and facilitating revitalization through assistance in lot consolidations and targeted public improvements, including streetscapes, roads and signalization, and other public services.

Lincoln Avenue Specific Plan. In addition to the redevelopment plan, the Lincoln Avenue Specific Plan was completed and adopted by the City Council in 1999. The specific plan divides the corridor into specific land use districts and provides detailed development standards and design guidelines that are unique to the needs and character of the district. The City has completed an important streetscape improvement project that significantly upgraded the visual image of the Lincoln Avenue corridor. With the specific plan and the streetscape amenities in

place, as well as efforts to revitalize and intensify housing development along the corridor, Lincoln Avenue becomes a key location for economic development and is positioned for significant changes in the future.

Cypress Business Park and Professional Center Specific Plan. Another area that is targeted for significant economic development is around the Los Alamitos Race Track along Walker Street and Katella Avenue. The Cypress Business and Professional Center Specific Plan was established to provide comprehensive guidance and regulations for the development of approximately 298.2 gross acres within the City of Cypress. The Specific Plan will carry out the Land Use Plan which proposes approximately 11.8 acres of Mixed Use Business Park; 33.4 acres of Professional Office; 21.2 acres of Professional Office and Hotel and Support Commercial uses; 8.2 acres of Mixed Use Business Park/General Retail commercial; 93.6 acres of renovated golf course and 130 acres of existing race track for a total of about 1.83 million square feet of building area. As mentioned above, this area is also has a redevelopment plan to provide economic development assistance.

Restaurant Feasibility Marketing Program. As part of the ongoing effort to develop retail and entertainment uses consistent with the 1998 Strategic Plan, the City commissioned the generation of a "Restaurant Row Feasibility Study" to determine the demand for a restaurant oriented development within the Business Park area near the intersection of Walker Street and Katella Avenue. The study concluded that the market for middle and higher quality restaurants still has room for growth in Cypress and the surrounding area. Specifically, the study recommended that the City directly market the site to restaurants to gauge their interest in the location.

SUMMARY OF EXISTING CONDITIONS

This section describes existing land use characteristics in the City. Table LU-1, *Existing Land Use*, quantifies the amount of acreage devoted to each land use.

RESIDENTIAL

Cypress is a relatively young suburban community in northwestern Orange County. Residential land uses constitute the majority of development, comprising approximately 38 percent of the City's total acreage. Typical housing types include low density single-family homes, small multi-family projects, higher density apartments and condominiums, and mobile homes.

LOW DENSITY RESIDENTIAL DEVELOPMENT

Single-family homes account for approximately three-quarters of the total land occupied by residential uses with a total of 9,876 single-family detached units as of January 1, 2000.¹ The majority of the City's low density single-family neighborhoods were constructed during the 1960s as Cypress' land converted from agricultural uses to large tracts of single-family homes. The low density neighborhoods are characterized by densities of up to five dwelling units per acre.

The northern portion of Cypress contains a unique rural residential neighborhood located in the vicinity of Gay and Denni Streets. Development in this area occurred under the County's standards, prior to annexation into the City in 1988. Lot sizes and public improvements in this area vary from

¹ Source: State of California, Department of Finance, *City/County Population and Housing Estimates*, January 1, 2000.

**Table LU-1
EXISTING LAND USE**

Land Use Designation	Existing Acreage (Developed)	Vacant ¹
Low Density Residential	1,160.70	1.30
Medium Density Residential	238.84	1.16
High Density Residential	187.36	4.64
Mobile Home	30.00	0.00
Subtotal	1,616.90	7.10
General Neighborhood Commercial	100.46	2.54
Race Track	129.00	0.00
Subtotal	229.46	2.54
Business Park	16.68	1.32
Light Industrial	6.00	0.00
Subtotal	22.68	1.32
Specific Plan	694.22	120.78
Subtotal	694.22	120.78
Government	11.00	0.00
Education	273.00	0.00
Cemetery	126.38	17.62
Flood Control	71.00	0.00
Subtotal	481.38	17.62
Park	79.00	0.00
Golf Course	103.00	0.00
Subtotal	182.00	0.00
Railroad	48.00	0.00
Transportation ²	833.00	0.00
Subtotal	881.00	0.00
Total	4,107.64	149.36
TOTAL ACRES CITYWIDE	4,257.00	
Notes:		
1. Acreage for vacant land are based upon acreages listed in the City of Cypress' Vacant Land Directory, dated October 1999.		
2. Transportation refers to street right-of-way, and in some instances, railroad.		

typical residential development standards found elsewhere in Cypress to more rural standards. In keeping with resident's desires, the City has installed a special drainage system on Gay Street to maintain the existing rural character.

One of the larger single-family residential projects that have occurred recently is the Sorrento Homes housing tract. The first houses in the 671-unit Sorrento tract were completed and made available for sale in 1991. All were built out in the 1990s.

MEDIUM AND HIGH DENSITY RESIDENTIAL DEVELOPMENT

As available land for single-family development in Cypress diminished over time, development of multi-unit projects began to increase. According to the January 1, 2000 Department of Finance estimates, the City contained 2,383 attached single-family homes, 535 multi-family units (2 to 4 units), and 2,659 multi-family units (five or more units).

Two of the more recent and higher density single-family residential projects include the 30-unit Cypress Walk tract at the end of Gay and Denni Streets and the 18-unit Orange Avenue project. These projects are evidence of the continuing trend toward small lot single-family development. This trend is expected to continue as land prices and demand for single-family detached homes increase and larger development sites become non-existent. Small infill projects of 3 to 4 small lot single-family units on existing larger residential lots is a trend that is expected to continue.

Condominium units represent a significant portion of the City's multi-family housing stock. Condominiums have been developed under Planned Residential Development standards along the City's western border by Ball Road (Tanglewood), and in the southeastern portion of the City. Smaller condominium projects have also been developed throughout Cypress, and particularly in the northern portion of the City. These residential projects have been primarily constructed since the 1970s when planned condominium developments became popular solutions to changing housing demands.

MOBILE HOMES

Mobile homes supplement the supply of affordable housing opportunities in the City of Cypress. Two mobile home parks are located within the City's jurisdiction along Lincoln Avenue. There were 373 mobile home units within Cypress as of January 1, 2000.²

COMMERCIAL

Commercial uses encompass approximately 103 acres of Cypress' total acreage. Lincoln Avenue serves as the City's primary commercial thoroughfare and includes a mix of commercial uses, such as retail centers, service-oriented business, offices, and motels. Additional neighborhood-serving commercial uses are located throughout the City. The following section describes the type and extent of commercial uses in Cypress.

RETAIL

Retail uses are the most widely distributed commercial land use in Cypress. This land use category includes restaurants and other uses that are sales oriented such as apparel shops, and grocery stores. Several of the larger commercial centers include major anchor tenants including Home Depot, Mervyn's, Target, and Ross.

² Source: State of California, Department of Finance, *City/County Population and Housing Estimates*, January 1, 2000.

SERVICE

Service commercial uses include those businesses that provide some type of service, such as dry cleaners, barber and beauty shops, and travel agencies. Their distribution in Cypress is fairly limited and have historically been located along Lincoln Avenue.

OFFICE

Offices have been defined to include professional and administrative offices, and do not encompass the large office complexes developed in the Cypress Business Park. Small-scale offices are scattered throughout the community with the largest concentrations along Lincoln and Orange Avenues.

HOTEL/MOTEL

The majority of the City's motels are located along Lincoln Avenue, and are generally smaller facilities. However, as part of the growing Cypress Business Park, three full service hotels have been developed – Courtyard by Marriott, Homestead Village and Woodfin Suites - to accommodate business travelers.

RACE TRACK

The 129-acre Los Alamitos Race Track is located in the southwestern portion of the City. Over 1.2 million people annually attend the quarter horse and harness races featured at the race track. The Los Alamitos Race Track is a significant regional recreation resource.

LINCOLN AVENUE SPECIFIC PLAN

Lincoln Avenue serves as Cypress' main commercial thoroughfare. Until the annexations occurred in the northern portion of the City, control over development along Lincoln Avenue was shared among several jurisdictions. As a result, properties along the corridor were developed without a set of cohesive controls. This fragmented pattern of development is evidenced in the varied development standards and irregular parcel sizes throughout the corridor.

In order to provide a more cohesive and organized pattern of development, the City adopted a Redevelopment Plan for Lincoln Avenue in 1990. The Lincoln Avenue Redevelopment Plan is intended to facilitate the economic development of the corridor through upgrading of existing businesses and attraction of new development. The Redevelopment Plan is consistent with the General Plan.

In order to provide organization to the fragmented pattern of land uses along Lincoln Avenue, the 1993 General Plan Committee felt it was important to define focal points of development with cohesive groupings of land uses, including higher density residential. The Committee also stressed the importance of upgrading the visual image along the entirety of Lincoln Avenue. As a means of implementing a cohesive urban design plan, the Committee recommended preparation of a specific plan.

The Lincoln Avenue Specific Plan was completed and then adopted by the City Council in 1999. The specific plan divides the corridor into specific land use districts and provides detailed development standards and design guidelines that are unique to the needs and character of the Avenue. The City has completed an important streetscape improvement project that significantly

upgraded the visual image of the Lincoln Avenue corridor. With the specific plan and streetscape amenities in place, Lincoln Avenue stands poised for impressive changes.

INDUSTRIAL

The Industrial land use designation includes both business park and light industrial uses.

BUSINESS PARK

The majority of business park uses are located within six specific plan areas, which are listed below. Refer to the Land Use Categories section of this Element for a more detailed breakdown of uses allowed in the Business Park area specific plans. The remaining land designated for business park uses comprises approximately 18 acres.

LIGHT INDUSTRIAL

The number of light industrial land uses are limited and cover only six (6) acres of land in the City. Parcels identified as light industrial are primarily located adjacent to Lincoln Avenue, with light industrial parks located at Cerritos Avenue and Walker Street, as well as at Valley View Street and Lakeshore Drive. The majority of light industrial uses in Cypress are related to automotive repair.

CYPRESS BUSINESS PARK

The 587-acre Cypress Business Park located in southern Cypress is approximately 81 percent built out with business park-related land uses. As of January 2000, the developed portion of the business park comprised approximately 475 acres.

The Cypress Business Park has attained a high quality of development through the use of Specific Plans which coordinate development in the area and set forth design standards for development. The following Specific Plans govern development within the business park:

- Cypress Corporate Center Specific Plan and Cypress Corporate Center Amended Specific Plan
- McDonnell Center Amended Specific Plan
- Warland/Cypress Business Center Specific Plan
- Cypress View Limited Specific Plan
- Cypress Business and Professional Center Specific Plan
- Lusk Company Industrial Park

PARKS AND RECREATION

Cypress contains substantial park and open space resources. The City's Recreation and Park District currently operates 19 park sites encompassing 79 acres. In addition, the Cypress Golf Course and a portion of the Navy Golf Course are located in the southern portion of the community.

PARKS

The City classifies parks as community, neighborhood, or mini-use facilities based on park size and the range of facilities. Two community park facilities, Arnold/Cypress Park and Oak Knoll Park, are located on 14.5 and 22 acres of land, respectively. The City contains 14 neighborhood parks

located throughout the community. These parks serve the adjacent neighborhoods within a 1/2-mile walking distance. Neighborhood parks comprise a total of approximately 45 acres. The remaining total park acreage is composed of mini-parks, which generally encompass less than one acre of land and are located near schools, and residential developments.

GOLF COURSES

Cypress contains two golf courses within its jurisdictional boundaries. The Cypress Golf Course located adjacent to the Los Alamitos Race Track is a premier privately-owned golf facility. The 103-acre golf course has undergone major improvements, and includes an 18-hole course, driving range, and club house. A portion of the Navy Golf Course associated with the Los Alamitos Joint Forces Training Center is located in southern Cypress. This golf course is restricted for use by Navy personnel.

COMMUNITY SERVICES AND FACILITIES

Community services and facilities include government buildings, schools, churches, drainage channels/utilities, railroad rights-of-way, and a cemetery. These uses comprise a total of 547 acres of Cypress' land.

GOVERNMENT FACILITIES

Government buildings are primarily concentrated at the City's Civic Center. The Civic Center grounds include the City Hall, police station, library, and tennis courts. Landscaping surrounds these facilities, thereby creating a substantial amount of open space land amongst the adjoining residential uses. The City uses a facility in northern Cypress as an operation center for the Public Works Department and as storage yard for their maintenance supplies, as well as the Community Center facility located on Orange Avenue.

SCHOOLS

Cypress contains approximately 273 acres of land dedicated to education facilities. There are nine elementary schools, two junior high schools, one high school, and Cypress Junior College located in the community. In addition, Oxford Academy, a six-year college preparatory secondary school for grades 7 through 12 is located in the City.

All of these school facilities are currently being utilized for educational purposes. However, MacKay Elementary School is currently being leased to the Head Start Program, ABC Development, and a special education school.

CEMETERY

Forest Lawn Cemetery and Mortuary north of Lincoln Avenue encompasses approximately 144 acres. This large expanse of rolling green land serves as the western entrance to the City, and provides a significant open space resource for the community.

CHURCHES

A number of churches are located throughout the community of Cypress. Churches are generally less than five acres in size.

DRAINAGE CHANNELS/UTILITIES

Six storm drain channels, Moody Creek, Coyote Creek, Carbon Creek, Stanton Creek, Bolsa Chica Creek, and an unnamed channel traverse Cypress. The Moody Creek and Coyote Creek Channels cross the northwest portion of Cypress through Forest Lawn Cemetery. The central portion of the community is encompassed by the 2A and Carbon Creek Channels. Bolsa Chica Creek and Stanton Creek Channels provide drainage facilities for the southern portion of the City.

Combined, public utilities and drainage channels encompass approximately 71 acres of land in Cypress.

VACANT

The majority of Cypress has been developed; however, approximately 149 acres of vacant land³ exist comprising 3.5 percent of the City's total acreage. The majority of the remaining large vacant parcels are located in the Cypress Business Park. Lands in the Business Park are subject to the regulations outlined in the various specific plans that guide development in these areas.

TRANSPORTATION FACILITIES

A hierarchy of local streets create Cypress' transportation network. The Circulation Element identifies three major arterial streets: Lincoln Avenue, Valley View Street, and Katella Avenue. The Congestion Management Plan (CMP) has also designated Katella Avenue as a CMP street. The Circulation Element designates the following streets as primary arterials: Ball Road, Cerritos Avenue, Moody Street, and Knott Street. Both the "major" and "primary" arterials provide through access to large volumes of traffic between major activity uses.

In addition to the local vehicle transportation network, two railroad rights-of-way traverse Cypress in the northern and southern portions of the City. The Pacific Electric right-of-way traverses the northeast corner of the City in a northwest-southeast alignment. This right-of-way has been purchased by the Orange County Transportation Authority (OCTA) for a potential commuter rail line. Cypress is a member of the Western Orange County Cities Association (WOCCA), which is evaluating the feasibility of an urban rail system serving the cities of West Orange County. No specific alignment for this potential urban rail system has yet been established.

The former Union Pacific right-of-way traverses the southern portion of the City in an east-west alignment. The tracks have been removed from the right-of-way and several adjacent property owners in the Cypress Business Park have expressed interest in acquiring portions of the right-of-way for development purposes.

KEY LAND USE ISSUES

As part of the 1993 General Plan Update, City staff and the City Council identified six "Special Study Areas" for further review. These study areas included: Lincoln Avenue; the 1988 Crescent/Walker Annexation Areas; Cypress Business Park; Wicker Drive; DeLong Street; and properties designated Public/Semi-Public. Citizen Advisory Committees consisting of five to six members each were formulated for each Study Area to evaluate land use issues and ultimately to develop General Plan land use recommendations.

³ Source: City of Cypress, *Vacant Land Directory*, Draft dated October 1999.

Subsequent to the 1993 General Plan Update, a variety of actions were initiated by the City Council to implement the Committees' recommendations. The following section describes the issues that still require resolutions and new issues that have been identified since the 1993 General Plan Update.

BALANCED DEVELOPMENT WITH ECONOMIC GROWTH

A well-balanced community provides employment, housing, and recreation opportunities for its residents and a strong tax base for the City. By encouraging a mix of land uses, the City can meet the housing needs of all income groups, enjoy a stable employment and tax base, and provide residents with suitable recreational opportunities.

COMPATIBLE AND COMPLEMENTARY DEVELOPMENT

A variety of land uses enable a community to provide housing, employment, and recreation opportunities to City residents. However, many land uses are incompatible, such as residential and industrial development, due to the differences in traffic and noise levels, physical scale, and hours of operation.

REVITALIZATION

While the majority of development in Cypress is in good physical condition, the City does contain a small number of residential and commercial structures that are in need of rehabilitation or replacement. The City has adopted redevelopment plans to facilitate revitalization of the following areas: the Civic Center, Lincoln Avenue, and Los Alamitos Racetrack and Cypress Golf Course. These plans provide for the upgrading of primarily commercial, business park, and commercial recreation uses, and associated public facilities. The Housing Element also establishes and supports a number of rehabilitation programs to rehabilitate residential units. The requirement for redevelopment agencies to set aside 20 percent of a project's tax increment for low and moderate income housing can provide a significant source of funding for implementation of Cypress' housing programs.

IMPROVED CITYWIDE URBAN DESIGN

Urban design influences how residents and visitors perceive the community. Many factors contribute to the City's design, including compatibility of development, transitions between land uses, and public and private landscaping. The following goal and policies outline policy direction for Cypress to attain a quality urban environment.

COORDINATE DEVELOPMENT WITH PUBLIC FACILITIES AND SERVICES

Future development in Cypress is somewhat limited because of the few remaining large parcels of vacant land. However, new construction will still occur through continued buildout of the Business Park and through smaller infill development, private development and Lincoln Avenue redevelopment. As new development occurs, public facilities and services will need to be upgraded to handle the increased employee and resident population of Cypress.

LINCOLN AVENUE SPECIFIC PLAN AREA

The adoption of the Lincoln Avenue Specific Plan in 1999 marked an important step in the revitalization of the Lincoln Avenue corridor. However, much work still remains if the community's vision for the area is to be achieved. Additional efforts are needed to carry forward the revitalization efforts that were begun with the Lincoln Avenue Redevelopment Plan and Specific Plan.

ANNEXATION STUDY AREAS

The Crescent Street/Lincoln Avenue area was annexed to the City in 1988. This 148-acre area is generally located north of Lincoln Avenue and extends as far as Grindlay Street to the east, Camp Street to the south, and Carob Street to the west. Based on differing characteristics of the neighborhoods that comprise the Annexation Area, the 1993 General Plan divided this area into five subareas for closer study. This resulted in the General Plan Committee making specific recommendations for three of the subareas:

- Gay/Denni Street Area
- Belmont/La Salle Street Area
- Bishop Street Area

Subsequent to the 1993 General Plan Update, the City has conducted further studies and has otherwise resolved issues that were previously identified except for the Gay/Denni Street Area and the Belmont/La Salle Street Area. These are discussed below and shown in Exhibit LU-2, *Annexation Study Areas*.

GAY/DENNI STREET AREA

Single-family residential land uses comprise the majority of this area with farm animals present on several of the larger residential parcels. The absence of sidewalks, curbs, and gutters further perpetuates the area's rural ambiance that characterized the area's original agricultural orientation.

The residential units between Gay and Denni Streets are over 30 years of age. Deferred maintenance and the age of the structures contribute to some physical decline. To maintain the neighborhood's rural ambiance, the Low Density General Plan designation should remain. Rural street and drainage designs have been implemented along Gay Street.

Because of the existing large lots and as an incentive for investment, the City should consider Planned Residential Development (PRD) zoning as a possible overlay zone to allow for more than one unit per lot. However, the current provisions of the PRD zone would need to be revised to apply to the Gay/Denni Street area in particular. The existing PRD overlay requires a one-acre minimum lot size; however, the average lot size is considerably smaller in the Gay/Denni Street area. Overall, existing development standards in the PRD overlay need to be reviewed to avoid over-building and to maintain the single-family character of the area.

BELMONT/LA SALLE STREET AREA (DISTRICT 8)

Single-family residences comprise the majority of the Belmont/La Salle Street Area with some multi-family infill development occurring in compliance with the High Density General Plan designation and RM-20 zoning. Though there is no vacant land remaining in this area, it is

Insert Exhibit LU-2

anticipated that the area will recycle into a higher density residential neighborhood, thereby providing additional rental housing opportunities in the City. The area could also provide opportunities for small lot single-family development.

As the Belmont/La Salle Area recycles, it will be essential to ensure the compatibility between the higher density multi-family and small lot single-family development with existing residential development. Additionally, a variety of development issues exist relative to small lot single-family development (e.g., parking, circulation, open space, trash disposal, etc.) that will need to be addressed. Consideration should be given to the provision of development guidelines to help ensure the compatibility of new and existing development and the proper design of small lot single-family projects.

The Belmont/La Salle Street Area still exhibits many of the rural characteristics typical of the Annexation Area. However, both the Farm Animal Overlay, which permits the continued keeping of existing farm animals, and the lack of complete public improvements are incompatible with higher density residential development. Improvements to the area's infrastructure network will be essential to provide adequate facilities in conjunction with future higher density residential development. This is one of the areas in Cypress that can accommodate higher density residential infill development, and is thus essential to fulfill the City's share of regional housing needs. The current High Density General Plan designation and RM20 zoning should be maintained. An amortization period should be established to eliminate Farm Animal Overlay from the area in order to improve land use compatibility.

WICKER DRIVE STUDY AREA

The Wicker Drive Study Area, partially cleared of previous development, encompasses 4.64 acres of property located immediately east of the Cypress Civic Center. The Cypress Redevelopment Agency owns the majority of the site, with the Cypress School District owning an unspecified half (2.32 acres) of the site. The Cypress School District acquired the property as part of an exchange for property on the Cypress Elementary School site. The Redevelopment Agency and the School District continue to proceed with studies for potential development of the Wicker Drive property.

The current General Plan designation for the Wicker Drive Study Area is for High Density Residential use, permitting up to 20 dwelling units per acre. The Study Area is zoned for Planned Residential Development (PRD), providing for flexibility in project design by allowing General Plan densities to be averaged over the entire parcel.

In addition to the PRD base zoning, a Civic Center Combining zone has been designated for Wicker Drive to encourage the linkage of this Study Area with the adjacent Civic Center. The Wicker Drive Study Area is also part of the Civic Center Redevelopment Plan, which seeks to improve the focal point of the downtown Civic Center Core.

Given the adjacent location of the Wicker Drive Study Area to the Civic Center and the policy direction of the City to provide linkage between the two areas, the 1993 General Plan supported community-oriented development on Wicker Drive. More specifically, the 1993 General Plan recommended the development of a multi-purpose cultural arts center on Wicker Drive.

Subsequent to the recommendations listed in the previous paragraph, the Redevelopment Agency purchased the 1.2-acre Orange Avenue frontage directly south of the Study Area. This property will need to be evaluated with the Wicker Drive site to determine future uses. Given the issues regarding multiple land ownership on Wicker Drive, the need to assess market feasibility of a cultural arts center, and the desire to establish a cohesive vision for the entire Civic Center

Redevelopment Project Area, the City prefers to keep the policy direction for Wicker Drive general at this time.

The Wicker Drive Study Area represents a significant opportunity to enhance the focal point of the Civic Center core. City/Agency ownership of the majority of this five-acre parcel provides a variety of land use options.

CYPRESS BUSINESS PARK

The 587-acre Cypress Business Park represents the single largest remaining development opportunity in the City. A series of six specific plans have been adopted to govern future development in the area.

Several property owners adjoining the unused Union Pacific Railroad right-of-way have expressed interest in purchasing or leasing pieces of the right-of-way to provide additional parking, outdoor storage, or new structures.

COMMUNITY FACILITIES/SERVICES AND PUBLIC/ SEMI-PUBLIC STUDY AREA

The Public/Semi-Public designation in the City's 1986 General Plan encompassed a variety of publicly owned land uses, including public parks, educational facilities, public buildings, and community facilities. The wide range of land uses also included non-publicly owned land uses, including a golf course, race track, railroad right-of-way and cemetery, which has resulted in some confusion as to the City's control of Public/Semi-Public land uses.

PUBLIC VERSUS PRIVATE OWNERSHIP

The 1993 General Plan Land Use Map differentiated between public and private ownership under the Community Facilities and Services land use designation, specifically identifying the Forest Lawn Cemetery, Los Alamitos Race Track, Cypress Golf Course and Country Club and railroad rights-of-way as "Community Facilities and Services, Privately Owned." The Zoning Ordinance, on the other hand, does not differentiate between public and private ownership.

The "Community Facilities and Services" land use classification applies to the wide range of land uses. The primary issue is, should private land uses (e.g., golf course, racetrack, railroad rights-of-way, and cemetery) be removed from the "Community Facilities and Services" category to avoid confusion between public and private ownership?

The 1993 General Plan Committee initially recommended disaggregating what was then the "Public/Semi-Public" land use designation into four or five discrete General Plan and zoning categories. However, such a change would constitute a modification to property within the Public/Semi-Public Zone, and would, therefore, trigger Measure D. (This measure requires a public vote when allowed land uses within a PS zoned area are altered). The Committee, therefore, recommended that the Public/Semi-Public land use category be re-titled "Community Services and Facilities." To further distinguish uses within this category, it was recommended that the Land Use Policy map identify separate subcategories for educational facilities, parks, government facilities, golf course, race track, railroad rights-of-way, and cemetery, and specifically identify which of these uses are privately owned.

AGRICULTURAL USES

The Zoning Ordinance permits by right the following uses in the Public/Semi-Public (PS-1A) zone: farms or ranches including the sale of agricultural products; raising of certain livestock; and commercial or accessory uses incidental to permitted or conditional uses. All public and quasi-public uses are subject to a Conditional Use Permit within the PS-1A zone.

The agricultural and farm related uses allowed in the Public/Semi-Public zoning district are obsolete and incompatible with current urban development and as such should be eliminated.

FORMER UNION PACIFIC RIGHT-OF-WAY

The former Union Pacific Right-of-Way traverses the Cypress Business Park and currently has a General Plan land use designation of "Community Facilities and Services." The City's Zoning Map designates the right-of-way as PS-1A (Public and Semi-public Zone). Interest has been expressed by several adjoining property owners in acquiring pieces of the right-of-way for parking and other development purposes.

In order to determine the future disposition of the former Union Pacific Right-of-Way, further investigation of options and associated impacts will need to occur. Options include 1) leave the current land use and zoning designations in place which would preclude business park uses but would allow a public trail; 2) amend the list of allowed uses for the PS-1A zoning district to permit parking as a separate use in the PS-1A zoning district; or 3) amend the list of allowed uses for the PS-1A zoning district to permit appropriate industrial park uses.

Options 2 and 3 above would require a vote of the people to amend the PS-1A zoning district because of Measure D. Additionally, the adjacent Cypress Business Park is covered by several specific plans which regulate the amount of building square footage within specific plan areas. Allowing additional building square footage within an established specific plan area would require a specific plan amendment and further environmental documentation, especially relative to traffic impacts.

JOINT FORCES TRAINING CENTER (JFTC) LOS ALAMITOS

The approach pattern to the JFTC Los Alamitos crosses the southern portion of Cypress. The following General Plan goals and policies are created to ensure that appropriate land uses are allowed within the flight pattern.

WEST ORANGE COUNTY LIGHT RAIL FEASIBILITY STUDY

Since the November 1990 passage of Measure M, which includes funding for an advanced rail system in Orange County, the feasibility of an 87-mile countywide rail network has been studied by the Orange County Transportation Authority (OCTA). Recently, a number of cities in western Orange County, including the City of Cypress, have joined together to sponsor a feasibility study of a light rail system that would link the cities of Fountain Valley, Huntington Beach, Westminster, Buena Park, Stanton, Cypress, Los Alamitos, Seal Beach and Cerritos. Eventually this system, if implemented, would be linked with the light rail system into Los Angeles County along the 105 Freeway.

The study is examining both the positive and negative aspects of the light rail system to estimate the benefits versus the costs of implementation. For Cypress, the light rail line would potentially cross Lincoln Avenue over an existing rail right of way that would be near Cypress College and the

intersection of Lincoln Avenue and Valley View Street. A transit station would also be proposed for location somewhere in this vicinity.

While light rail is currently designed to most immediately serve the transit dependent, the system would have the ability to also serve commuters and eventually shoppers as the full system was completed. This has the potential, over time, to stimulate economic development by creating another means of accessibility along the Lincoln Avenue corridor. However, while the extent of the economic benefits are highly speculative at this time, the City has chosen to better understand the tradeoffs through the ongoing study. The economic development policies are designed to provide the flexibility to capitalize upon this public improvement if the opportunity is judged feasible.

LONG-TERM CITYWIDE ECONOMIC DEVELOPMENT

LINCOLN AVENUE SPECIFIC PLAN

The Lincoln Avenue Specific Plan has led to the implementation of attractive streetscape improvements and has set the framework for guiding the intensification of residential, service and commercial uses along the corridor. However, the City should continue to facilitate revitalization in order to fully realize the complete vision of the Plan. For example, continuing efforts could focus on the overall appearance of Lincoln Avenue, including selected signage, lack of maintenance of some buildings, façade improvements and landscape enhancement. Also, the City needs to encourage the location of retail, restaurant and entertainment uses at key locations and to intensify the residential development in close proximity to Lincoln Avenue.

COMMERCIAL AND BUSINESS PARK AREAS

The City should coordinate with local business groups in order to identify key economic opportunities for Cypress. The City could also enhance the attractiveness of the business opportunities through effective information and marketing programs.

EXPANSION OF BUSINESSES CITYWIDE

One of the most important economic development activities that the City can undertake is to develop a program to retain existing businesses and encourage their expansion in Cypress. This would involve ongoing monitoring and understanding of the needs of the business community. Of particular importance from a taxable sales perspective are the industrial businesses that generate a sizable amount of taxable sales outside of traditional retail establishments. Also, the 1998 Strategic Plan identified the desirability of attracting more retail, restaurant and entertainment establishments.

MAINTAIN BUSINESS PARK'S COMPETITIVENESS

Business parks that maintain a full range of support services, restaurants, hotel and meeting rooms can maintain a competitive edge in attracting new occupants. Three land uses that have been identified as desirable in the business park are additional restaurants, hotels and conference facilities. This allows businesses to meet their needs while minimizing travel outside the local area.

EXPAND RETAIL SECTOR

While current retail analysis has indicated that there is a relatively large outflow of household consumer expenditures (i.e., sales tax leakage), there are still potential opportunities for the City to increase its retail base in selected areas. In most cases, the focus would be on local serving retail

establishments which might include additional retail services, restaurants and entertainment. Two specific areas already identified are along Lincoln Avenue corridor and in the Cypress Business Park. However, the retail environment along Valley View Street and at selected shopping centers elsewhere in the City could benefit from revitalization efforts and the attraction of new tenants. The enhancement of retail activities also benefits the fiscal health of the City through increased retail sales tax.

MARKET BUSINESS OPPORTUNITIES

Marketing materials and information about development opportunities in Cypress can increase the potential that the City would attract new businesses in a timely manner. The City is creating a new Economic Development website with links to the City and map of frequently used services and dining guide.

DIVERSIFY TRANSPORTATION CHOICES

As urban areas become more congested, the expansion of transportation choices for both work and non-work related trips can increase the attractiveness of Cypress. For example, a number of options for light rail are still under study by OCTA and the City should continue to support efforts to enhance transit choices in western Orange County. Light rail, serving a broader area than Cypress, would have the ability to draw more customers to Lincoln Avenue and would serve a portion of the commuters to the Cypress Business Center.

PUBLIC INFRASTRUCTURE AND SERVICES

Locational decisions by both new residents and businesses can be influenced by the quality of public services. The City regularly updates its capital improvement program, which identifies funding sources and sets implementation priorities. The ongoing improvement of public facilities and services should remain a high priority.

ECONOMIC MONITORING

A successful strategy will require regular monitoring of progress made toward the adopted goals and policies. As part of the monitoring effort, a series of performance indicators should be developed and reported, such as: 1) new types businesses attracted; 2) existing businesses expanding; 3) change in employment, square footage and acreage; 4) change in residential units, acreage and population; and 5) changes in retail and non-retail taxable sales.

DESCRIPTION OF THE LAND USE PLAN

Land use designations (categories) indicate the type and nature of development that is allowed in a given location. While terms like "residential", "commercial", and "industrial" are generally understood, State General Plan law requires a clear and concise description of land use categories that are depicted on Exhibit LU-4, *Land Use Policy Map*.

The Land Use Element contains nine land use categories as follows:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mobile Home Park
- General and Neighborhood Commercial

- Specific Plan
- Light Industrial
- Business Park
- Community Facilities and Services

These are also shown in Table LU-9, *General Plan/Zoning Relationship*, along with their corresponding zoning districts.

LAND USE INTENSITY/DENSITY

State General Plan law requires that the Land Use Element indicate the maximum building intensities/densities allowed in a City. The Cypress Land Use Element contains nine land use designations; each category allows certain land uses and establishes corresponding intensity/density standards (refer to Table LU-9, *General Plan/Zoning Relationship*). Table LU-9 also includes the expected overall levels of development within each land use designation on a citywide basis.

A number of terms are utilized to define the land use designations or categories described in this element. The term "intensity" refers to the degree of development based on building characteristics such as height, bulk floor area ratio, and percentage of lot coverage. Intensity is most often used to describe non-residential development levels.

For most non-residential land use categories (commercial, industrial, and public), the measure of intensity known as "floor area ratio" (FAR) provides the most convenient method of describing levels of development (refer to Exhibit LU-3, *Definition of Floor Area Ratio*). The floor area ratio is the relationship of total gross floor area of all buildings on a lot in square feet to the total land area of the lot in square feet expressed as a ratio. For example, a 21,780 square foot building on a 43,560 square foot lot (one acre) yields an FAR of 0.50:1. The FAR describes use intensity on a lot, but not the actual building height, bulk, or lot coverage. As Exhibit LU-3 shows, a 0.50:1 FAR can yield a building of one story in height covering one half of the lot area, or a taller building which covers less of the lot and provides more open space.

The term "density," in a land use context, is a measure of the population or residential development capacity of the land. Density is described in terms of dwelling units per gross acre (du/ac); thus, the density of a residential development of 100 dwelling units occupying 20 acres of land is 5.0 du/acre. A dwelling unit is a building or a portion of a building used for human habitation and may vary considerably in size (square footage) from small apartments at 400-500 square feet to large single family homes exceeding 5,000 square feet. Along with difference in size is a corresponding difference in the number of persons occupying a given unit (i.e., larger units usually house more persons than smaller units). For purposes of calculating population, an average number of persons per dwelling unit for all types and sizes of dwelling units is assumed.

LAND USE CATEGORIES

Descriptions of each of the land use categories depicted on the Land Use Policy Map are provided below to delineate the types of uses allowed and their corresponding intensities or densities. These use descriptions, types, and limitations are more specifically defined within the City's Zoning Ordinance.

Insert Exhibit LU-3
"Definition of Floor Area Ratio (FAR)"

Low Density Residential. The Low Density Residential designation provides for the development of low density, detached single-family dwellings. The maximum density allowed under this designation is five (5) units per acre. Uses such as public/institutional facilities, churches, schools, and others, which are determined to be compatible with, and oriented toward serving the needs of low density single-family neighborhoods, may also be allowed. The average population density for this designation is 3.35 persons per dwelling unit.⁴

Medium Density Residential. The Medium Density Residential designation provides for the development of medium density duplexes, townhomes, condominiums, and apartments, in addition to allowing low density single-family development. This land use designation allows for a maximum of 15 dwelling units per acre. Uses such as public/institutional facilities, churches, schools, and others, which are determined to be compatible with, and oriented toward serving the needs of medium density residential neighborhoods, may also be allowed. The average population density for this designation is 2.8 persons per dwelling unit.⁵

High Density Residential. The High Density Residential land use designation allows for the development of apartments, condominiums, townhouses and other group dwellings in addition to single-family development at maximum densities of 20 units per gross acre. Uses such as public/institutional facilities, churches, schools, and others, which are determined to be compatible with and oriented toward serving the needs of high density neighborhoods, may also be allowed. The average population density for this designation is 2.5 persons per dwelling unit.⁶

Mobile Home Park. The Mobile Home Park land use designation provides for the development of mobile home parks subject to certain zoning restrictions. This designation allows for a maximum of 12 dwelling units per gross acre of land with an average population density of 2.0 per dwelling unit.⁷

General and Neighborhood Commercial. The General and Neighborhood Commercial designation includes retail, professional office, and service-oriented business activities, encompassing both local-serving and broader community-serving uses. The types of uses allowed within this designation include: professional and administrative offices; convenience and neighborhood commercial developments; restaurants; community shopping centers; retail and wholesale commercial activities; and light industrial in conjunction with commercial uses. The maximum intensity of development is a FAR of 0.5:1.

Specific Plan. The Specific Plan designation is intended to address specific areas within the community that warrant a comprehensive set of land use policies and standards to provide flexibility in the design of development projects. The Specific Plan designation is consistent with all other land use designations of the General Plan.

Sites within a Specific Plan designation are to be developed according to standards adopted within the applicable specific plan to address specific site constraints and opportunities, including land use, building envelope standards, site design, buffering, traffic, noise, and other land use compatibility impacts.

⁴ Source: 1990 Census.

⁵ Source: 1990 Census.

⁶ Source: 1990 Census.

⁷ Source: 1990 Census.

**Table LU-2
SORRENTO SPECIFIC PLAN**

Use	Area (Acres)	Land Use Designation	Net Density	Potential Development (DU)
SFD-6000	54.4	Residential Detached	4.9	268
SFD-5000	64.6	Residential Detached	6.2	339
Streets	10.5	Infrastructure		
Landscaped Area	4.6	Infrastructure		
Drainage Channel	3.5	Infrastructure		
Community Park	6.3	Infrastructure		
Total	143.9		5.6	667

Source: Sorrento Specific Plan, September 1988.

**Table LU-3
ORANGE AVENUE SPECIFIC PLAN AMENDMENT**

Phase	Land Use	Area (Acres)	Gross Density (DU/AC)	Potential Development (DU)
I	SF-2500	0.78	12.8	10
II	SF-3500	2.06	8.7	18
Total		2.80	10.0	28

Source: Orange Avenue Specific Plan Amendment, Adopted July 10, 2000.

**Table LU-4
CYPRESS CORPORATE CENTER AMENDED SPECIFIC PLAN**

Planning Area	Area (Acres)	Land Use Designation	FAR ¹	Potential Development Capacity (sq.ft.)
1	39.1	Business Park	0.50	851,598
2	71.9	Business Park	0.37	1,161,485
Total	111.0			2,013,083

Notes:
1. The maximum intensity allowed on any site is 1.0 FAR.

Source: Cypress Corporate Center Amended Specific Plan, Final EIR, March 1989.

**Table LU-5
MCDONNELL CENTER AMENDED SPECIFIC PLAN**

Planning Area	Area (Acres)	Land Use Designation	FAR ¹	Potential Development Capacity (sq.ft.)
1	16.14	Industrial/Warehouse/Office	0.50	334,000 ³
2	15.32	Industrial/Warehouse		338,653
3	5.02	Office		106,866
4	10.54	Office/Commercial		270,816 ^{2,3}
5	9.18	Office		356,895
6	8.47	Office/Commercial	0.37	353,000 ²
Roads	6.56			
Total	71.23			1,760,230

Notes:

- The maximum intensity allowed on any site is 1.0 FAR.
- Total reflects the transfer of 15,000 square feet of building floor area from Planning Area 6 to Planning Area 4. The transfer was approved in conjunction with the City Council approval of Design Review Committee Permit No. 97-33 on December 8, 1997.
- Total reflects the transfer of 27,000 square of building floor area from Planning Area 1 to Planning Area 4. The transfer was approved in conjunction with City Council approval of Conditional Use Permit 2000-03 on June 12, 2000.

Source: Cypress Corporate Center Amended Specific Plan, Final EIR, March 1989.

**Table LU-6
WARLAND/CYPRESS BUSINESS CENTER SPECIFIC PLAN**

Planning Area	Area (Acres)	Land Use Designation	FAR ³	Potential Development Capacity (sq.ft.)
1	100.5 ¹	Business Park	0.40	1,532,800
2	82.4 ²	Business Park	0.37	1,243,970
3	29.0	Business Park/Commercial	0.40	515,000
Total	211.9		0.36	3,291,770

Notes:

- Includes 14.3 acres of roads and other rights-of-way.
- Includes 6.8 acres of roads and other rights-of-way.
- Based on existing development and typical development intensity for the land use considered. The maximum intensity allowed on any site is 1.0 FAR.

Source: Warland/Cypress business Center Specific Plan, 1984.

**Table LU-7
CYPRESS VIEW LIMITED SPECIFIC PLAN**

Area	Acres	Land Use Designation	FAR ¹	Potential Development Capacity (sq.ft.)
Vacant	6.0	Business Park	0.50	135,036
Developed	41.0	Business Park	0.44	771,664
Total	47.0		0.44	906,700

Notes:

- The maximum intensity allowed on any site is 1.0 FAR.

Source: Cypress View Limited Specific Plan, November 1985.

**Table LU-8
CYPRESS BUSINESS AND PROFESSIONAL CENTER SPECIFIC PLAN**

Planning Area	Area (Acres)	Land Use Designation	FAR ¹	Potential Development Capacity (sq.ft.)
1	35.7	Golf Course	--	--
2	8.2	Mixed-Use Business Park And/or General Retail Commercial	0.45	165,736 ³
3	7.7	Mixed-Use Business Park	0.45	155,935 ³
4	4.1	Mixed-Use Business Park	0.5	108,000 ²
5	33.4	Professional Office	0.6	844,000 ^{2,3}
6	2.2	Professional Office Hotel and Support Commercial	0.6	554,083
7	57.9	Golf Course	--	--
8	130.6	Race Track	--	--
Total	298.2			1,827,754
Notes:				
1. The maximum intensity allowed on any site is 1.0 FAR.				
2. Total reflects the transfer of 19,000 square feet of building floor area from Planning Area 5 to Planning Area 4. The transfer was approved in conjunction with the City Council approval of Design Review Committee Permit No. 96-18.				
3. Total reflects the transfer of 10,000 square feet of building floor area from Lots 7, 8 and 9 of Parcel Map 96-121 (Planning Area 5) to Planning Areas 2 and 3. The transfer was approved by the Community Development Director on December 28, 1998.				
Source: Cypress Business and Professional Center Specific Plan, 1990.				

Business Park. The Business Park designation is intended to foster the development of large scale, planned commercial and industrial projects. To ensure compatibility of land uses allowed within the Business Park classification with the character of surrounding development, and within a development area, the location, land use type, and building intensity standards will be governed through the adoption of a specific plan, or by standard zoning mechanisms. The maximum intensity of development is a FAR of 1.0:1 on a given parcel.

Light Industrial. The Light Industrial designation is designed to accommodate a variety of light industrial uses. Permitted uses would include but not be limited to wholesale businesses, light manufacturing, warehousing and product distribution, storage, and related uses. Heavy industrial uses are not allowed in this category. The maximum intensity of development is a FAR of 0.5:1.

Community Facilities and Services. The Community Facilities and Services designation includes a wide range of public and private uses that are necessary to support the community by providing educational, cultural and recreational opportunities and government services. Land uses within this category include publicly-owned uses (parks, government offices and facilities), privately-owned community facilities (private golf courses, race tracks, cemeteries) and institutional facilities (schools and colleges). The maximum intensity of development is a FAR of 0.5:1.

GENERAL PLAN/ZONING RELATIONSHIP

As a charter City, Cypress has no explicit requirement to ensure that zoning is consistent with the General Plan. However, in the interest of sound planning, the City has formulated its Zoning Ordinance and General Plan to be consistent.

The relationship between the Cypress General Plan land use designations and zoning districts is shown in Table LU-9, *General Plan/Zoning Relationship*. This table indicates how properties citywide should be zoned to be consistent with the Land Use Policy Map. As presented in the table, there are nine General Plan land use categories and 18 zoning categories.

**Table LU-9
GENERAL PLAN/ZONING RELATIONSHIP**

Zoning Categories	Low Density Residential	Medium Density Residential	High Density Residential	Mobile Home Park	General and Neighborhood Commercial	Light Industrial	Business Park	Community Facilities and Services	Specific Plan
RS – 15,000 Residential Single-Family	●								
RS – 6,000 Residential Single-Family	●								●
RS – 5,000 Residential Single-Family		●							●
PRD – 5A Planned Residential Development	●	●	●						
PC – 25A Planned Community Zone	●	●	●		●	●	●	●	●
RM – 15 Residential Multi-Family		●							
RM – 20 Residential Multi-Family			●						
MHP – 20A Mobile Home Park				●					
OP – 10,000 Office Professional					●				
CN – 10,000 Commercial Neighborhood					●				
CG – 10,000 Commercial General					●				
PCM – Planned Commercial/Light Industrial					●	●			
CH – 10,000 Commercial Heavy					●	●			
ML – 10,000 Industrial Light						●			
BP – 20,000 Business Park						●	●		
PBP – Planned Business Park Industrial							●		●
PC – Planned Community	●	●	●				●		●
PS – 1A Public and Semi-Public									●

IMPLICATIONS OF THE LAND USE PLAN

Future development in Cypress is directed by the Land Use Element which contains a map and text describing the community's future land use pattern. The Cypress Land Use Policy Map (refer to Exhibit LU-4) presents the distribution of land uses in the City. Total acreages for each of these land use designations are presented in Table LU-10, *Land Use Policy Implications*. The table also provides estimates of the total number of residential dwelling units planned and the resulting population. For commercial and industrial land uses, estimates of building square footage at General Plan buildout are included. The estimates are based on the Average Density/Intensity factors listed in Table LU-10.

RESIDENTIAL

The General Plan accommodates a range of residential densities from low to high density development. These densities are compatible with existing residential developed densities. The Lincoln Avenue Specific Plan allows residential development along Lincoln Avenue to reduce reliance on the automobile and provide housing that is convenient to shopping and employment opportunities.

Table LU-10 depicts the quantitative results of the Land Use Policy Map based on potential buildout. Each land use designation is listed with its average density/intensity factors and associated net acres. Each residential land use designation also includes a maximum potential population based on an average persons per dwelling unit. Based on household size information derived from the 1990 census, the following average persons per dwelling unit are assumed for Cypress: 3.35 for Low Density Residential, 2.8 for Medium Density Residential, 2.5 for High Density Residential, and 2.0 for Mobile Home Park. The residential component along Lincoln Avenue is assumed at an average of 20 du/acre, although higher densities may be approved pursuant to the Specific Plan.

Residential buildout at General Plan densities would result in a total of 17,415 dwelling units, with an associated population of 51,524 residents. While the Plan provides for several residential development opportunity areas, the Plan's 17,415 dwelling unit buildout represents approximately 1,230 additional dwelling units citywide. Residential development will primarily be accommodated through intensification of residential uses in some areas zoned for higher density and through integration of multi-family units on Lincoln Avenue.

COMMERCIAL

The General Plan accommodates growth in the commercial sector of Cypress which includes Lincoln Avenue and other commercial areas citywide. All commercial uses within the City are designated as General Commercial, Neighborhood Commercial, or Lincoln Avenue Specific Plan. The allowed development intensity of 0.5:1 FAR is assumed for all commercial areas.

Properties within the Lincoln Avenue Specific Plan area may be allowed a FAR increase of up to 1.0:1 as an incentive to facilitate the development of specific land uses and larger scale projects consistent with General Plan and Redevelopment Plan goals and policies. The purpose of this approach is to encourage the types of development appropriate to Lincoln Avenue by providing the incentive of increased density/intensity.

**Table LU-10
LAND USE POLICY IMPLICATIONS**

Land Use Category and Maximum Permitted Density/Intensity	Average Density or Intensity Factor ¹	Net Acreage	Potential Dwelling Units	Population Forecast	Potential Square Footage
Low Density Residential (0 – 5 du/gross acres)	6	1,162	7,555	25,309	-
Medium Density Residential (5.1 – 15 du/gross acre)	16	240	3,840	10,752	-
High Density Residential (15.1 – 20 du/gross acre)	21.5	192	4,130	10,325	-
Mobile Home Park (0 – 12 du/gross acre)	12	30	380	768	-
General and Neighborhood Commercial (0.5:1 FAR)	0.5:1	103	-	-	2,100,000
Business Park (1.0:1 FAR)	0.5:1	18	-	-	400,000
Light Industrial (0.5:1 FAR)	0.5:1	6	-	-	112,000
Specific Plan	0.5:1	815	810 ² 700	2,025 2,345	15,000,000
Education	0.4:1	273			4,800,000
Government		11			192,000
Total	-	-	17,415	51,524	22,604,000
Notes: 1. Projected overall levels of development on a citywide basis at General Plan buildout. Because much of the City is already developed at residential densities at or above those permitted by the plan. 2. Lincoln Avenue Specific Plan.					

Since the majority of land designated for commercial uses has already been developed, the recycling of properties is anticipated over time, especially along Lincoln Avenue. This Land Use Element covers a time frame of ten to twenty years. Applicable goals and policies are intended to be continually reviewed and implemented well into the future in subsequent updates of the Land Use Element. Therefore, many properties that are currently underdeveloped or improperly utilized will be recycled and redeveloped at higher densities in compliance with the General Plan.

SPECIFIC PLAN

Specific Plan areas in Cypress encompass residential, commercial and industrial uses.

Residential. The two specific plans regulating residential uses only are the Sorrento Specific Plan and the Orange Avenue Specific Plan Amendment. Buildout of the Sorrento Specific Plan has occurred and only 18 dwelling units in the Orange Avenue Specific Plan remain to be constructed.

Commercial. The Lincoln Avenue Specific Plan regulates primarily commercial uses along Lincoln Avenue. Refer to the discussion above under the commercial subheading regarding the land use implications of the Lincoln Avenue Specific Plan.

Industrial. The Cypress Business Park encompasses a total of 587 acres of which approximately 81 percent has been developed. Remaining vacant land in the business park will be developed in compliance with the specific plans adopted for the area. Based on the development entitlements under the approved specific plans, a total of 12.4 million square feet of development is allowed. This equates to an overall average of 0.5:1 FAR. However, based on economic trends which have resulted in development below the maximum entitlement, combined with development constraints (such as height restrictions imposed by the JFTC Los Alamitos), total buildout in the Business Park will likely be below the permitted 12.4 million square feet.

INDUSTRIAL

Industrial areas in Cypress include both light industrial and business park development. No additional development is anticipated to occur in the light industrial areas of the community. This use is assumed to have an average development intensity of 0.4:1 FAR.

COMMUNITY FACILITIES AND SERVICES

All existing Community Facilities and Services uses will be retained under the General Plan. This use has an average development intensity of 0.5:1 FAR.

GOALS AND POLICIES

The Land Use Element's goals and policies direct future growth and development in Cypress, while minimizing existing and potential land use conflicts. The goals and policies are designed to encourage:

- Balanced Development with Economic Growth
- Compatible and Complementary Development
- Revitalization of Older, Obsolete Commercial and Industrial Properties
- High Quality Urban Design

- Coordination of Development with Public Facilities and Services
- Long-Term Citywide Economic Development

BALANCED DEVELOPMENT WITH ECONOMIC GROWTH

- LU-1: Create a well balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.
- LU-1.1: Preserve single-family neighborhoods in Cypress which are economically and physically sound.
- LU-1.2: Allow for multi-family infill in designated areas to satisfy regional housing needs.
- LU-1.3: Encourage mixed use development within the Lincoln Avenue Specific Plan area by providing incentives for senior citizen and multi-family housing.
- LU-1.4: Locate residential uses within close proximity of commercial centers to encourage pedestrian access, and to provide a consumer base for commercial uses.
- LU-1.5: Encourage the development of neighborhood-serving commercial uses in areas of Cypress presently underserved by such uses.
- LU-1.6: Continue to encourage business parks as the preferred method of accommodating light industrial growth.
- LU-1.7: Where feasible, increase the amount and network of public and private open space and recreational facilities for active or passive recreation as well as for visual relief.

Related Goals and Policies: Refer to Goals LU-13 through LU-20 and their associated policies, which further address long-term citywide economic development.

COMPATIBLE AND COMPLEMENTARY DEVELOPMENT

- LU-2: Ensure that new development is compatible with surrounding land uses, the circulation network, availability of public facilities, and existing development constraints.
- LU-2.1: Ensure a sensitive transition between commercial or business park uses and residential uses by implementing precise development standards with such techniques as buffering, landscaping, and setbacks.
- LU-2.2: Where residential/commercial mixed use is permitted, ensure compatible integration of adjacent uses to minimize conflicts.
- LU-2.3: Encourage non-conforming uses and buildings to be brought into compliance with City codes.

- LU-2.4: Mitigate traffic congestion and unacceptable levels of noise, odors, dust, and light and glare which affect residential areas and sensitive receptors, where feasible.
- LU-2.5: Monitor the impact and intensity of land uses in adjacent jurisdictions on Cypress' transportation and circulation systems, so that they are able to provide for the efficient movement of people and goods with the least interference.
- LU-2.6: Encourage consolidation of parking and reciprocal access agreements among adjacent businesses to minimize curb cuts and disruption of traffic flow.
- LU-2.7: Encourage the provision of pedestrian linkages between adjacent commercial uses and commercial and residential uses to encourage pedestrian activity and reduce vehicle trips.
- LU-2.8: Ensure adequate monitoring of those uses that utilize hazardous materials to avoid industrial accidents, chemical spills, fires, and explosions.

REVITALIZATION

- LU-3: Revitalize older commercial and residential uses and properties.
 - LU-3.1: Encourage and continue the use of redevelopment activities in the Civic Center project area, on Lincoln Avenue, and on the Los Alamitos Race Track and Cypress Golf Club.
 - LU-3.2: Support the provision of incentives for private development (as appropriate), joint public-private partnerships, and public improvements through redevelopment actions.
 - LU-3.3: Provide incentives to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated development.
 - LU-3.4: Continue to provide rehabilitation assistance in targeted residential neighborhoods and commercial districts to eliminate code violations and enable the upgrading of residential and commercial properties.
 - LU-3.5: Vigorously enforce City codes, including building, safety, and housing codes, to promote property maintenance.

Related Goals and Policies: Refer to Goal HOU-1 and Policies HOU-1.1 through HOU-1.5, which address the conservation and maintenance of housing, and Goal HOU-3 and Policies HOU-3.1 through HOU-3.3, which address the development of affordable housing in the Housing Element.

IMPROVED CITYWIDE URBAN DESIGN

- LU-4: Improve urban design in Cypress to ensure that development is both architecturally and functionally compatible and to create identifiable neighborhoods, commercial, and business park districts.
 - LU-4.1: Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, and bicycle trails.
 - LU-4.2: Encourage development projects to utilize high quality design for architecture and site planning through the City's design review process.
 - LU-4.3: Implement the design guidelines of the Lincoln Avenue Specific Plan to improve the overall appearance of existing buildings, streets, and parking areas consistent with the Lincoln Avenue streetscape.
 - LU-4.4: Preserve Cypress' low density residential neighborhoods through enforcement of land use and property development standards to create a harmonious blending of buildings and landscape.
 - LU-4.5: Improve the quality of Cypress' multi-family neighborhoods through a) improved buffers between multi-family residences, and commercial, and business park uses; b) provision of usable private and common open space in multi-family projects; c) increased code enforcement; and d) improved site, building, and landscape design.
 - LU-4.6: Continue to emphasize the Civic Center as the focal point of the community, civic, cultural, and recreational activities.
 - LU-4.7: Review and revise, as necessary, the City's development standards and project review/approval process to improve the quality of new development and to protect the public health and safety.

COORDINATE DEVELOPMENT WITH PUBLIC FACILITIES AND SERVICES

- LU-5: Ensure that public facilities and services are available to accommodate development allowed under the General Plan and Zoning Ordinance.
 - LU-5.1: Encourage within economic capabilities a wide range of accessible public facilities and community services, including fire and police protection, flood control and drainage, educational, cultural and recreational opportunities and other governmental and municipal services.
 - LU-5.2: Identify public facility and service deficiencies and introduce priority projects into the City's budget process.

- LU-5.3: Coordinate and collaborate with other agencies providing public utility service to Cypress to define areawide and regional needs, projects and responsibilities.
- LU-5.4: Coordinate the construction of all public utilities to minimize disruption of vehicular traffic and negative impacts on roadways.
- LU-5.5: Continue to make incremental improvements to the City's flood control and drainage system.
- LU-5.6: To ensure an orderly extension of essential services and facilities, and preservation of a free-flowing circulation system, continue to require provision of essential facilities and services at the developer's expense where these systems do not exist or are not already part of the City's financed capital improvement program.

LINCOLN AVENUE SPECIFIC PLAN AREA

- LU-6: Enhance the visual image and economic vitality of the Lincoln Avenue corridor.
 - LU-6.1: Monitor development activity along Lincoln Avenue, and re-evaluate the mix of land uses and development incentives provided for in the Lincoln Avenue Specific Plan every five years.
 - LU-6.2: Utilize the City's redevelopment authority to facilitate the revitalization of Lincoln Avenue. Encourage lot consolidation to achieve more cohesive development projects.
 - LU-6.3: Continue to provide development incentives which comply with guidelines and standards of the Lincoln Avenue Specific Plan.
 - LU-6.4: Encourage mixed use development on Lincoln Avenue by providing incentives for senior citizens and multi-family housing.
 - LU-6.5: Continue to maintain a "pedestrian scale and orientation" and improve pedestrian circulation and amenities.
 - LU-6.6: Promote economic revitalization through business attraction and retention activities.

Related Goals and Policies: Refer to Goal LU-13 and Policies LU-13.1 through LU-13.5, which address economic development in the Lincoln Avenue Specific Plan area.

ANNEXATION STUDY AREA

- LU-7: Ensure the compatibility of new multi-family residential infill with existing residential uses.
 - LU-7.1: Require new multi-family development to provide adequate buffers (such as decorative walls and landscaped setbacks) along boundaries with single-family residential uses to prevent impacts on residences due to noise, traffic, parking, light and glare, and differences in scale; to ensure privacy; and to provide visual compatibility.

- LU-7.2: Allow small lot single-family development as infill projects and provide adequate development standards to ensure compatibility with surrounding residential uses.
- LU-7.3: Ensure adequate infrastructure improvements are provided to support new multi-family development.
- LU-8: Preserve the rural ambience of the Gay and Denni Street area, and encourage the upgrading of existing properties.
 - LU-8.1: Adopt a Planned Residential Development (PRD) overlay for the area to allow for more than one unit per lot as a means of encouraging new investment. Modify the PRD overlay zone to accommodate the area's smaller lot sizes.
 - LU-8.2: Provide standards in the PRD zone to avoid overbuilding on lots, and to maintain the area's single-family streetscape.
 - LU-8.3: Upgrade infrastructure as necessary to support additional development but keep standards for streets and drainage rural in character.
 - LU-8.4: Conduct a code enforcement program to improve property and building maintenance.

WICKER DRIVE STUDY AREA

- LU-9: Encourage the development of Wicker Drive with community-oriented uses which provide linkage with the adjacent Civic Center.
 - LU-9.1: Study the feasibility of developing public uses on the Wicker Drive site, and pursue City/Agency ownership of the entire Wicker Drive Study Area.
 - LU-9.2: Provide consistent landscaping and streetscape design along the Orange Avenue frontage to enhance the visual connection with the Civic Center.
 - LU-9.3: Ensure the compatibility of development on Wicker Drive with the single-family residences to the north.
 - LU-9.4: Preserve landmark trees in the area, including the significant California Sycamore tree on Orange Avenue.

CYPRESS BUSINESS PARK

- LU-10: Carefully regulate future development in the Business Park to ensure the current high quality environment is maintained.
 - LU-10.1: As a condition of development approval in the Business Park, consider the impacts of site utilization, access, and occupancy on traffic generation.

- LU-10.2: Encourage use of alternative modes of transportation through continued implementation of the Cypress Business Park Trip Reduction Ordinance.
- LU-10.3: Support the Orange County Congestion Management Program which requires traffic impact studies be prepared for most development proposals.
- LU-10.4: Provide redevelopment assistance for needed improvements to circulation, drainage, and sewer systems in the Los Alamitos Race Track and Cypress Golf Course areas, and to support business park development in the area. An assessment district, formed in December 1997, began undergrounding utilities in the area with anticipated completion of work scheduled by the end of 2000.
- LU-10.5: Amend the "Business Park" land use category to recognize the building intensities established by existing specific plans that regulate development in the Cypress Business Park.
- LU-10.6: Amend the Zoning Ordinance to allow property owners adjoining the Union Pacific right-of-way to use portions of the right-of-way for parking but do not allow total building square footage to exceed that allowed by the applicable specific plan.
- LU-10.7: Determine the need and desirability for providing a public multi-use trail along the former Union Pacific right-of-way.

**COMMUNITY FACILITIES/SERVICES AND PUBLIC/
SEMI-PUBLIC STUDY AREA**

- LU-11: Provide clarification as to the City's authority over currently designated community facilities and services.
 - LU-11.1: Remove the former Union Pacific right-of-way from the "Community Services and Facilities" land use category.
 - LU-11.2: Review land uses currently allowed in the PS-1A (Public/Semi-Public) zone and establish discrete subdistricts within the PS-1A zone with appropriate land uses and development regulations for each.

JOINT FORCES TRAINING CENTER (JFTC) LOS ALAMITOS

- LU-12: Establish land use patterns that protect the public from impacts (noise, potential accidents) associated with the Joint Forces Training Center (JFTC) Los Alamitos.
 - LU-12.1: Prohibit structures that are determined to be a "hazard" by the FAA because the proposed structure would:
 - Raise the ceiling or visibility minimums at an airport for an existing or planned instrument procedure (i.e., a procedure

consistent with the FAA-approved airport layout plan or a proposed procedure formally on file with the FAA);

- Result in a loss in airport utility, such as causing the usable length of the runway to be reduced;
- Conflict with the VFR air space used for the airport traffic pattern or enroute navigation to and from the airport.

LU-12.2: Consult with the Airport Land Use Commission to ensure consistency with the scope and intent of the Airport Land Use Commission Law (Public Utilities Code Section 21670, et seq.)

LU-12.3: Continue to prohibit new residential development on existing vacant land within the 65 CNEL contour of the Joint Forces Training Center (JFTC) Los Alamitos.

LONG-TERM CITYWIDE ECONOMIC DEVELOPMENT

LINCOLN AVENUE SPECIFIC PLAN

LU-13: Promote the revitalization of Lincoln Avenue.

LU-13.1: Continue the current plan of action, including market feasibility analysis as appropriate, to attract desired retail, restaurant and entertainment uses and facilitate private investment.

LU-13.2: Build public/private cooperation through the development of business relationships and a continued high level of public infrastructure and services.

LU-13.3: Utilize Redevelopment, when feasible, to encourage the higher intensity development of residential and commercial activities at key locations.

LU-13.4: Continue to improve the overall appearance of Lincoln Avenue through façade, signage and landscaping and related programs.

LU-13.5: Continue to support the West Orange County Cities Association’s (WOCCA) rail feasibility and alignment study and leave land use options open for possible passenger station either on or near Lincoln Avenue close to the intersection with Valley View Street.

COMMERCIAL AND BUSINESS PARK AREAS

LU-14: Attract high quality businesses to Commercial and Business Park areas.

LU-14.1: Survey local businesses and organizations to identify and track economic trends that present opportunities for Cypress.

LU-14.2: Actively market and promote Cypress by identifying development opportunities in the City’s commercial and business park areas and displaying on City’s website along with key contacts.

- LU-14.3: Assist in the development of the property surrounding the Los Alamitos Race Course by providing site marketing and City permit procedure assistance.
- LU-14.4: Develop a Real Estate Broker Network to inform local and regional commercial/industrial brokers of City plans and policies, while utilizing their expertise for business attraction and retention.
- LU-14.5: Promote and increase Film Production in Cypress in coordination with the Orange County Film Council.

EXPANSION OF BUSINESSES CITYWIDE

- LU-15: Retain and facilitate the expansion of businesses throughout the City.
 - LU-15.1: City management, economic development and planning staff should monitor the needs of the business community through ongoing contacts with the local business leaders and business groups and respond appropriately to those needs.
 - LU-15.2: Develop a sense of public/private cooperation through the development and maintenance of business relationships and a continued high level of public service.
 - LU-15.3: Provide incentives, such as through redevelopment and the ongoing improvement of public infrastructure and services that will attract more retail, restaurant and entertainment business.
 - LU-15.4: Using the City’s sales tax tracking information, identify the major non-retail sales tax generating businesses to better understand their economic needs and to attract similar businesses to Cypress.

MAINTAIN BUSINESS PARK’S COMPETITIVENESS

- LU-16: Continue to diversify the Cypress Business Park to maintain its competitiveness.
 - LU-16.1: Continue to identify business park needs to create an attractive, competitive and diversified economy, such as facilitating the development of restaurants, hotels and meeting rooms.
 - LU-16.2: Encourage the development of commercial land uses at key intersections in the business park, such as Katella Avenue/Valley View Street and Katella Avenue/Walker Street.
 - LU-16.3: Through contacts with brokers and business owners, pursue the market for unique retailing concepts, such as a “restaurant row,” that can serve both the employment and the local residential market.

EXPAND RETAIL SECTOR

- LU-17: Facilitate the expansion of the local serving retail sector.

- LU-17.1: Increase the fiscal benefits to the City by attracting new retail, restaurant and entertainment businesses that can better serve the local population and employment.
- LU-17.2: Target locations for new retail establishments in heavily traveled areas, such as along Lincoln Avenue and Valley View Street, as well as locations for a potential restaurant row.
- LU-17.3: Examine possible joint opportunities for retail development with property owners and Cypress College at the southeast corner of Lincoln Avenue and Valley View Street.
- LU-17.4: Assist local merchants that wish to revitalize older retail shopping centers through various strategies that might include: assistance in providing parking and merchant and property owner business improvement districts.

MARKET BUSINESS OPPORTUNITIES

- LU-18: Develop marketing materials identifying business opportunities in Cypress.
- LU-18.1: Develop an inventory of sites that can attract and expedite the development of new businesses.
- LU-18.2: Regularly update marketing materials that highlight the quality of life, geographic location, accessibility and market area demographics.
- LU-18.3: Coordinate with local realtors and business organizations in marketing Cypress.
- LU-18.4: Utilize new technologies, such as the City of Cypress' website, local cable access and high speed communications networks.

DIVERSIFY TRANSPORTATION CHOICES

- LU-19: Continue to diversify transportation choices in Cypress for residents and businesses.
- LU-19.1: Encourage the extension of Light Rail through the City to serve Lincoln Avenue and Cypress College.
- LU-19.2: Participate in the Orange County Transportation Authority's program to expand light rail and other forms of transportation in western Orange County.
- LU-19.3: Identify locations for potential transportation facilities that serve both commuters and residents.

Related Goals and Policies: Refer to Goal CIR-2 and Policies CIR-2.1 through CIR-2.9, which address alternative modes of transportation.

PUBLIC INFRASTRUCTURE AND SERVICES

LU-20: Continue to provide a high quality of public infrastructure and services.

LU-20.1: Continue to improve the quality of public improvements through the capital budgeting process.

LU-20.2: Continue to identify new funding sources to leverage local resources.

LU-20.3: Continue to target high priority implementation areas.

ECONOMIC MONITORING

LU-21: Economic strategy monitoring.

LU-21.1: Evaluate plans and programs annually and identify the accomplishments of ongoing economic activities using a series of performance indicators.

LU-21.2: Use the monitoring program to re-evaluate goals, policies and priorities in response to changing economic conditions.

Insert Exhibit LU-4
“Land Use Policy Map”

11 x 17 color exhibit