

## 3.0 PROJECT DESCRIPTION

### 3.1 ENVIRONMENTAL SETTING

The City of Cypress is located in northwestern Orange County, California and is part of the larger Southern California region. The City is bordered by the cities of La Palma, Buena Park, Anaheim, Stanton, Garden Grove, Los Alamitos, Long Beach, Hawaiian Gardens, Lakewood, and Cerritos. Refer to Exhibit 3-1, *Regional Location*, and Exhibit 3-2, *Local Vicinity*. The City is approximately 4,237 acres in size (6.7 square miles) and as of January 1, 2000 had an estimated population of 49,031<sup>1</sup>. The City's employment base is estimated to comprise approximately 26,180 jobs<sup>2</sup>, a large majority of which are in the Cypress Business Park.

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. The City is now approximately 95 percent built out and contains only limited undeveloped land (approximately 149 acres).

The City is situated within an area typified by a mediterranean climate, which is characterized by mild winters and dry, warm summers. The interactions of topography and local atmospheric circulation cause this region of California to experience high quantities of photochemical smog. Levels of air pollution measured at a nearby station exceed the National Ambient Air Quality Standards for two of the six pollutants.

The City receives its water from two major sources: the Metropolitan Water District (MWD) and the groundwater basin underlying the northern half of Orange County. Imported water comes mainly from the Colorado River, with a smaller amount being acquired from the State Water Project in northern California. Coyote Creek, Carbon Creek, Moody Creek, and the Stanton Storm Channel comprise the regional drainage systems for the area.

Urbanization within the City has eliminated any sizeable expanses of undisturbed native vegetation. There are no hillside areas in Cypress; the City's terrain averages only 10 to 20 feet gradation east to west.

### 3.2 STATEMENT OF OBJECTIVES

The City of Cypress has two sets of objectives to be met through completion of the Cypress General Plan Update and associated Program EIR. The first set of objectives relates to the objectives of this Program EIR. The second set of objectives relates to the City's rationale and intent to revise the 1993 Cypress General Plan.

The City of Cypress' objectives for this Program EIR are as follows:

- To conform with Section 21000 et. seq. of CEQA, which requires that environmental impacts be addressed and mitigated.

<sup>1</sup> Source: State of California, Department of Finance, January 1, 2000 Population Estimate.

<sup>2</sup> Source: State of California, Employment Development Department, *Labor Force Data for Sub-County Areas, 1999 Benchmark*, March 28, 2000.

Insert Exhibit 3-1, Regional Location

Insert Exhibit 3-2, Local Vicinity

- To provide a legally defensible foundation upon which future land use decisions may be justified.
- To provide a basis for informative decisions when considering the buildout of the City of Cypress.

The City of Cypress' objective for the General Plan Update is to:

- Establish definitive goals and policies that will allow orderly, long-term development in the City of Cypress.

Through implementation of the goals and policies in the General Plan Update, the City will work toward providing a pleasant living and working environment for City residents and workers. The General Plan Update objective is reflected in both the City's Mission and Vision Statement, cited below.

### CITY OF CYPRESS MISSION STATEMENT

*"The City of Cypress, in partnership with the community, will maintain and enhance a safe, attractive and sustainable environment in which to live, work and play."*

### VISION FOR CYPRESS

*"The vision of the City of Cypress is to be an outstanding family-oriented community and premier business center."*

## 3.3 ASSUMPTIONS

### 3.3.1 ASSUMPTIONS FOR ENVIRONMENTAL ANALYSIS

The General Plan and accompanying EIR analysis is based upon a number of assumptions regarding existing and future conditions in the City of Cypress. Unless otherwise stated, the assumptions are as follows:

- Household size is assumed to average 3.35 persons per dwelling unit for low density residential.<sup>3</sup>
- Household size is assumed to average 2.80 persons per dwelling unit for medium density residential.<sup>4</sup>
- Household size is assumed to average 2.50 persons per dwelling unit for high density residential.<sup>5</sup>
- The buildout scenario of the proposed General Plan Update would result in the addition of 1,230 dwelling units over existing conditions.
- The buildout scenario of the proposed General Plan would result in the addition of 3,058,225 square feet of commercial, industrial and business park related uses over existing conditions.

<sup>3</sup> Source: 1990 Census.

<sup>4</sup> Source: 1990 Census.

<sup>5</sup> Source: 1990 Census.

- Development will occur at the target density/intensity established in the General Plan, as well as adopted specific plans.
- Buildout of the General Plan is assumed to be the year 2020.

### **3.3.2 GENERAL PLAN ASSUMPTIONS**

The Cypress General Plan was last comprehensively updated in 1993. The 2000 General Plan Update supersedes the 1993 General Plan and is based upon the community's vision for Cypress and expresses the community's long-term goals. The current update includes revisions to the Land Use, Circulation, Housing, Conservation/Open Space/Recreation, Safety, Noise, Air Quality and Growth Management Elements.

Much, if not most, of the anticipated impacts of the project stem from new growth projected in the Land Use Element. The 2000 update of the Land Use Element is based upon the following underlying assumptions:

- Development of Vacant Parcels;
- Intensification of Underutilized Parcels;
- Buildout of adopted Specific Plans (Lincoln Avenue Specific Plan, Orange Avenue Specific Plan, Grindlay/Orange Specific Plan, and specific plans for the Cypress Business Park).

The goal of the 2000 Update is not to make dramatic changes to the City's existing land use plan, but rather to quantify remaining development in a way that can be correlated to traffic system capacity, while at the same time capitalizing on future development potential. The Cypress General Plan Update will not result in any changes to existing density standards and/or Floor Area Ratio assumptions. Nor will the Update result in changes to existing land use designations or impacts generated by the Los Alamitos Armed Forces Reserve Center (now referred to as the Joint Forces Training Center).

### **PROJECTED LAND USE GROWTH**

The Land Use Plan for the Cypress General Plan Update reflects the fact that most of the City is already built and that a significant amount of the current development, in terms of use/intensity, is expected to remain. Therefore, the Land Use Plan is based largely on existing uses and development intensity present today.

Table 3-1 identifies new growth proposed between 2000 and buildout of the General Plan. The General Plan Update buildout year is assumed to be 2020.

## **3.4 PROJECT CHARACTERISTICS**

### **3.4.1 LAND USE CONCEPT**

The Land Use Policy Map identifies the type, location and density/intensity of future development within the City of Cypress (refer to Exhibit 3-3, *Land Use Policy Map*). The Land Use Policy Map is intended to be a comprehensive, graphic illustration of the many policies of the General Plan Update.

Insert Exhibit 3-3, Land Use Policy Map

**Table 3-1  
GROWTH INCREASES OVER EXISTING CONDITIONS ASSOCIATED  
WITH GENERAL PLAN UPDATE BUILDOUT**

Land Use	Dwelling Units	Square Feet
Low Density Residential	2	
Medium Density Residential	197	
High Density Residential	213	
General Neighborhood Commercial		55,325
Business Park		57,500
Light Industrial		0
Specific Plan	818	2,945,400
<b>TOTAL</b>	<b>1,230</b>	<b>3,058,225</b>

### 3.4.2 LAND USE SUMMARY

The proposed Cypress General Plan Update land uses are summarized in Table 3-2, *Existing Land Use (Acreage)* and Table 3-3, *Land Use Policy Implications*, which provide a breakdown of uses by acreage, as well as square footage and dwelling units.

### 3.4.3 LAND USE DESIGNATIONS

Land use designations define the amount, type and nature of development that is allowed in a given location on the Land Use Plan. Property developed within Cypress is classified into six general types of land use activities: residential, commercial, industrial, parks and recreation, community services and facilities, and transportation facilities. Acreage within each land use type is distributed into nine land use designations, which define the City's General Plan. Accordingly, the breakdown represents a distribution at "buildout" when vacant or unimproved property is non-existent in the City, and all land has either been privately developed or publicly acquired for one of six types of land use activities. The following summary of land use designations describes the types of activities inherently compatible within each designation, as well as the factors influencing the placement of the designation in the City.

**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.<sup>6</sup>

**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.<sup>7</sup>

<sup>6</sup> Source: 1990 Census.

<sup>7</sup> Source: 1990 Census.

**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.<sup>8</sup>

**Table 3-2  
EXISTING LAND USE**

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

<sup>8</sup> Source: 1990 Census.

**Table 3-3  
LAND USE POLICY IMPLICATIONS**

Land Use Category and Maximum Permitted Density/Intensity	Average Density or Intensity Factor <sup>1</sup>	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 <sup>2</sup> 700	2,025 2,345	15,000,000
Education	0.4:1	273			4,800,000
Government		11			192,000
<b>Total</b>	-	-	<b>17,415</b>	<b>51,524</b>	<b>22,604,000</b>
<p>Notes:</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Lincoln Avenue Specific Plan.</li> </ol>					

**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.<sup>9</sup>

**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.

**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.

### 3.4.4 GENERAL PLAN GOALS AND POLICIES

Each element of the General Plan contains goals and policies based upon the needs and desires of the community, as derived from the background research, public workshops, planning staff, and members of the City Council.

A goal is defined as a broad vision of what the community wants to achieve or provide to residents, landowners, business owners and tourists. It is a statement of a desired condition based on community values. Goals are general in nature and usually timeless. A policy is a specific statement that guides decision making. It indicates a commitment of the City to a particular course of action. A policy is

<sup>9</sup> Source: 1990 Census.

based on and helps implement a goal. The following are the goals and associated policies that have been set for the Cypress General Plan Update.

**LAND USE**

**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 H-1 and Policies H-1.1 through H-1.5, which address the conservation and maintenance of housing, and Goal H-3 and Policies H-3.1 through H-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.

**CIRCULATION**

- CIR-1: Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Cypress.
  - CIR-1.1: Respond to transportation problem areas with efforts to implement both interim and long- term solutions.
  - CIR-1.2: Participate in transportation planning efforts which involve other governmental agencies, mandated programs, and regulations in order to minimize environmental impacts related to transportation and to enhance transportation systems.

- CIR-1.3: Encourage development which contributes to a balanced land use, which in turn serves to reduce overall trip lengths (i.e. jobs/housing balance, locate retail in closer proximity to resident/patrons).
- CIR-1.4: Require new development to conform to the standards and criteria of the City of Cypress and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system.
- CIR-1.5: The City of Cypress will continue involvement in plans and programs related to the Circulation Element. This involvement is anticipated to result in traffic studies to be undertaken by City staff, to identify specific circulation programs and improvements to be implemented, in order to satisfy the various related programs.
- CIR-1.6: Encourage the development of aesthetic streetscapes to promote a positive City image and provide visual relief.
- CIR-1.7: Maintain consistency between the City Circulation Element and the Orange County Master Plan of Arterial Highways (MPAH).

**Related Goals and Policies:** Refer to Goal GM-1 and GM-2 and their associated policies in the Growth Management Element. Goal GM-1 addresses reducing traffic congestion, while Goal GM-2 addresses adequate transportation facilities.

**ALTERNATIVE MODES OF TRANSPORTATION**

- CIR-2: To facilitate alternative modes of transportation, including public transportation, bicycles, ridesharing, and pedestrians, to support the land use plans and related transportation needs.
  - CIR-2.1: Encourage development and improvements which incorporate innovative methods of accommodating transportation demands.
  - CIR-2.2: Give high priority to the establishment of a high-quality public transit system that minimizes dependency on the automobile.
  - CIR-2.3: Ensure that effective Transportation Demand Management (TDM) measures and programs are being implemented.
  - CIR-2.4: Encourage development and site design which facilitate implementation of high quality, desirable bicycle routes which meet or exceed established standards.
  - CIR-2.5: Implement adequate sidewalks to meet the required uses and needs, which serves to encourage alternative modes of transportation. Bicycle routes which utilize sidewalks require establishment of a City ordinance, per the Vehicle Code.
  - CIR-2.6: Respond to increases in demand for additional bus service through interaction with OCTA and other available resources.
  - CIR-2.7: Implement plan to install handicap access ramps to improve disabled access to transportation facilities.

CIR-2.8: Enhance the sidewalk environment to encourage pedestrian activities through streetscape and transit enhancement programs.

CIR-2.9: Enhance transit environment by improving passenger loading sites by providing bus benches, safety lighting and other projects to enhance bus stops.

**Related Goals and Policies:** Refer to Policy LU-13.5 and Goal LU-19 and its associated policies in the Land Use Element. Policy LU-13.5 calls for the City of Cypress to support rail feasibility, while Goal LU-19 and Policies LU-19.1 through LU-19.3 address the need to diversity transportation choices. Also, refer to Goal AQ-1 and Policies AQ-1.3 through AQ-1.6, which call for ways to reduce vehicle trips through land use planning.

## HOUSING

### CONSERVING AND IMPROVING HOUSING STOCK (MAINTENANCE AND PRESERVATION OF HOUSING)

HOU-1: Increase the supply of sound housing at prices affordable by all segments of the community through the rehabilitation of substandard housing units.

HOU-1.1: Focus rehabilitation assistance in the City's rehabilitation target areas in order to create substantive neighborhood improvement and stimulate additional improvement efforts.

HOU-1.2: Continue to provide rehabilitation and home improvement assistance to low- and moderate-income households, seniors, and the disabled.

HOU-1.3: Preserve and improve the quality of affordable rental housing by providing rehabilitation and refinancing assistance to owners of rental properties.

HOU-1.4: Coordinate with non-profit housing providers in the acquisition and rehabilitation of older apartment complexes and maintenance as long-term affordable housing.

HOU-2: Maintain and improve the supply of sound, affordable housing in Cypress through the conservation of the currently sound housing stock and residential neighborhoods in the City.

HOU-2.1: Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.

HOU-2.2: Conserve existing affordable rental housing through placement of long term affordability controls on assisted housing, and through provision of rent subsidies to buy down the cost of market rate units.

HOU-2.3: Encourage vigorous enforcement of existing building, safety, and housing codes to promote property maintenance, and bring substandard units into compliance with city codes.

**DEVELOPMENT OF AFFORDABLE HOUSING (HOUSING OPPORTUNITIES)**

- HOU-3: Encourage the provision of a wide range of housing by location, type of unit, and price to meet the existing and future needs of Cypress residents. Establish a balanced approach to meeting housing needs of both renter and owner households.
- HOU-3.1: Use financial and/or regulatory incentives where feasible to encourage the development of affordable housing by both the private and public sectors.
- HOU-3.2: Provide homeownership assistance to low- and moderate-income households.
- HOU-3.3: Support the provision of affordable housing to accommodate large families.
- HOU-3.4: Facilitate the development of senior housing with supportive services.
- HOU-3.5: Provide a variety of residential development opportunities in the City, ranging from low density to high density, as designated by Land Use policy.

**PROVISION OF ADEQUATE HOUSING SITES**

- HOU-4: Provide adequate housing sites through appropriate land use, zoning, and specific plan designations to accommodate the City's share of regional housing needs.
- HOU-4.1: Encourage residential construction in areas which can be adequately served by public services and facilities in accordance with local plans and programs.
- HOU-4.2: Facilitate development of a range of housing types in the City's targeted areas including redevelopment areas Lincoln Avenue and Civic Center.
- HOU-4.3: Identify available in-fill lots for future housing development opportunities
- HOU-4.4: Ensure compatibility of new residential development with existing development to enhance the City's residential neighborhoods.

**REMOVAL OF GOVERNMENTAL CONSTRAINTS**

- HOU-5: Mitigate any potential governmental constraints to housing production and affordability.
- HOU-5.1: Offer financial and/or regulatory incentives where feasible to off-set or reduce the costs of developing affordable housing.
- HOU-5.2: Monitor all regulations, ordinances, departmental processing procedures, and residential fees related to rehabilitation and/or construction to assess their impact on housing costs, and revise as appropriate, to ensure that they do not constrain housing development.
- HOU-5.3: Maintain the City's expedited and coordinated permit processing system.
- HOU-5.4: Provide priority development review processing for low and moderate income housing applications.

HOU-5.5: Amend the zoning ordinance to permit the development of transitional housing in the City's multi-family residential zones and emergency shelters in commercial and industrial zones, subject to a CUP.

**EQUAL HOUSING OPPORTUNITY (ACCESSIBILITY OF HOUSING)**

HOU-6 Promote equal opportunity for all residents to reside in the housing of their choice.

HOU-6.1: Continue to enforce fair housing laws prohibiting arbitrary discrimination in the sale or rental of housing with regard to race, ethnic background, religion, handicap, income, sex, age and household composition.

HOU-6.2: Promote housing which meets the special needs of elderly persons and the handicapped.

HOU-6.3: Encourage the provision of adequate housing to meet the needs of families of all sizes.

HOU-6.4: Continue active support and participation with the Orange County Fair Housing Council to further fair housing opportunities.

**CONSERVATION/OPEN SPACE/RECREATION**

**WATER RESOURCES**

COSR-1: Conserve ground water and imported water resources.

COSR-1.1: Pursue agreements with Southern California Water Company and Orange County Water District to design and implement water conservation measures.

COSR-1.2: Promote the use of native trees in landscaping to conserve water resources.

COSR-1.3: Protect ground water resources from depletion and sources of pollution.

COSR-1.4: Conserve imported water by utilizing water conservation techniques, water conserving appliances, and drought-resistant landscaping.

COSR-1.5: Support the expansion of reclaimed water production and use wherever possible and economically feasible.

**BIOLOGICAL RESOURCES**

COSR-2: Preserve the few remaining native plant and animal species, as well as the non-native plants, utilized in landscaping throughout the City.

COSR-2.1: Enforce the Landmark Tree Ordinance that prohibits destroying or pruning landmark trees without a permit.

COSR-2.2: Prohibit the construction of any structure within 30 feet of any landmark tree.

COSR-2.3: Provide for the consistent use of street trees along all sidewalks and property frontages.

COSR-2.4: Provide the opportunity to continue using land for agricultural crops as an interim use prior to further development.

**ENERGY RESOURCES**

COSR-3: Conserve energy resources through the use of available technology and conservation practices.

COSR-3.1: Encourage innovative site planning and building designs that minimize energy consumption by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

COSR-3.2: Encourage new development and existing structures to install energy saving features.

**SOLID WASTE REDUCTION**

COSR-4: Reduce solid waste produced in the City.

COSR-4.1: Implement the Source Reduction and Recycling Element as required by State legislation.

COSR-4.2: Continue to comply with the requirements mandated by AB 939.

COSR-4.3: Maximize public awareness of all source reduction programs, including opportunities for community feedback and school education.

COSR-4.4: Maximize integration of all source reduction programs.

COSR-4.5: Encourage composting as an alternative to disposal for organic wastes.

COSR-4.6: Coordinate with the County and surrounding jurisdictions to dispose of special waste including tires, construction/demolition debris, medical waste, asbestos, and household hazardous waste.

**CULTURAL RESOURCES**

COSR-5: Preserve Cypress' archaeologic and paleontologic resources.

COSR-5.1: Update records of resource finds and locations when required.

COSR-5.2: Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.

**PARK FACILITIES**

COSR-6: Provide recreation/park facilities and programs for all those who live and work in Cypress.

COSR-6.1: Continue to require new developments to provide recreational opportunities for their residents in accordance with the City's park standard, three acres of parkland per 1,000 residents.

- COSR-6.2: Preserve existing recreational and park facilities and develop new park and recreational facilities (including skating-oriented facilities) and/or programs as necessary to maintain an adequate level of service and a wide variety of programs.
- COSR-6.3: Maximize the recreational opportunities offered by existing open space and recreation resources so that they serve the greatest portion of the community.
- COSR-6.4: Where feasible, community, neighborhood and mini-parks should be located adjacent to school sites, but the prime locational criterion will be how well local neighborhoods are served.
- COSR-6.5: Continually reassess the community's recreational and open space standards and opportunities in relation to satisfying the needs of the population.
- COSR-6.6: Design new and renovated parks for convenient and accessible use by handicapped, elderly, and otherwise less mobile persons within the community.
- COSR-6.7: Evaluate and, where feasible, utilize the opportunities offered by abandoned road and railroad rights-of-way and similar environmentally impacted or unused linear open space to construct low maintenance greenbelts and multi-use trails.
- COSR-6.8: Preserve public and private open space lands for active and passive recreational opportunities.
- COSR-6.9: Continue to cooperate with the Anaheim Union High School and Cypress School Districts for the maximum feasible use of public facilities to meet recreational needs. In addition, pursue joint-use agreements with Cypress College.
- COSR-6.10: Encourage all future public neighborhood and community parks in the City to be designed as joint-use facilities contiguous with public schools, sharing playfields, playgrounds, and other amenities wherever possible.
- COSR-6.11: Encourage and, where appropriate, require the inclusion of recreation facilities and open space within future residential, industrial and commercial developments.
- COSR-6.12: Implement mechanisms to cause developments in Cypress to include recreation, cultural, and open space facilities and improvements by the dedication of land or property for such purposes, or the payment of contributions (exactions) to the City for the provision and preservation of such amenities.
- COSR-7: Provide a range of informal opportunities and organized recreational, cultural, sports, and life enrichment programs and services that will enable community residents of all ages, interests, and abilities to participate and experience self-satisfaction, personal growth, and fulfillment in leisure activities.

- COSR-7.1: Continue to work closely with various appointed citizen groups and service organizations to help assure that the city's recreation program meets the community's needs in the breadth and quantity of programs offered.
- COSR-7.2: Work closely with other public agencies, including other parks and recreation departments and school districts, in developing cooperative park and recreation programs.
- COSR-7.3: Work closely with private employers to develop and finance the costs of joint recreational programs and facilities for those working in Cypress.
- COSR-7.4: Provide as wide a range of recreational opportunities as possible, including athletics, arts, crafts, and cultural arts programs and facilities for all ages and interest groups.
- COSR-7.5: Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots and picnic areas.
- COSR-7.6: Develop long-term agreements with the School District and, as appropriate, other agencies that will maximize joint-use and multiple-use of facilities, eliminate program uncertainty, and reduce overall operations and maintenance costs.
- COSR-7.7: Provide appropriate recreation programs and park facilities for those with specialized needs including senior citizens and the handicapped.

**OPEN SPACE**

- COSR-8: Preserve open space resources to maintain the high quality of life in Cypress.
  - COSR-8.1: Continue to ensure that adequate useable private open space is provided in residential developments, and that such areas are maintained as open space in perpetuity.
  - COSR-8.2: Promote visually pleasing landscaped corridors and a sense of spaciousness throughout the community.
  - COSR-8.3: Reinforce a sense of form and positive civic image by preserving older trees where possible, by requiring integrated landscaping plans within areas of newer development, and by providing bicycle trails that link cultural, educational, civic, and recreational uses.
  - COSR-8.4: Encourage individual school sites to maintain open space areas.
- COSR-9: Promote the preservation of the Cypress Golf Club, Los Alamitos Race Track, and Forest Lawn Cemetery.
  - COSR-9.I: Work with the owners of large, privately owned open space resources that are unique in nature and hard to replace.
- COSR-10: Protect the public health, safety, and welfare by preserving areas as open space that pose a potential threat to the community.

COSR-10.1: Conserve Cypress' flood control facilities as appropriate to protect the public health, safety, and welfare.

COSR-10.2: Preserve Nature Park as a flood control facility.

## **SAFETY**

### **FLOOD**

SAF-1: Protect residents, workers, and visitors from flood hazards, including dam inundation.

SAF-1.1: Manage development to ensure that flooding concerns have been considered prior to development.

SAF-1.2: Minimize flood hazards by working with the Orange County Department of Public Works to identify and construct needed local and regional storm drain improvements.

SAF-1.3: Minimize dam inundation hazards through engineering and construction.

SAF-1.4: Review on an annual basis the emergency evacuation plan to ensure its continued effectiveness.

SAF-1.5: Support the U.S. Army Corps of Engineers' improvements to Los Angeles County's flood control system and to the Santa Ana River Mainstem project.

### **SEISMIC**

SAF-2: Protect life and property in Cypress from seismic events and resulting hazards.

SAF-2.1: Identify and evaluate existing structures for structural safety. Encourage building owners to undertake seismic retrofit improvements.

SAF-2.2: Implement the Uniform Building Code's seismic standards for construction of new buildings and maintain seismic safety of existing structures.

SAF-2.3: Require the review of soils and geologic conditions, and if necessary on-site borings, to determine liquefaction susceptibility of a proposed project site.

SAF-2.4: Study the potential for liquefaction within the City and adopt policies that minimize the potential damage of structures and injury of citizens.

### **HAZARDOUS MATERIALS**

SAF-3: Minimize risks to life and property associated with the handling, transporting, treating, generating, and storing of hazardous materials.

SAF-3.1: Locate new and relocate existing land uses that utilize, produce, transport, or store hazardous materials a safe distance from other land uses that may be adversely affected by such activities.

- SAF-3.2: Encourage and support the proper disposal of household waste and waste oil. Monitor dry cleaners, film processors, auto service establishments, and other businesses generating hazardous waste materials to ensure compliance with approved disposal procedures.
- SAF-3.3: Prosecute unlicensed dumping of toxic or hazardous materials into the ground or water in Cypress. Increase the fines levied for illegal dumping. Encourage citizens to report dumping when they observe it.
- SAF-3.4: Support efforts to enforce State "right to know" laws, which outline the public's right to information about local toxics producers.

**PIPELINES**

- SAF-4: Minimize property damage and injury to persons from underground pipeline hazards.
- SAF-4.1: Ensure that the Orange County Fire Authority and other disaster response agencies have access to route, depth, and shut-off information about each pipeline.
- SAF-4.2: Ensure that the Disaster Response Plan includes procedures to deal with a pipeline accident.
- SAF-4.3: Consult with agencies operating these lines, as well as the Public Utilities Commission and the Office of Pipeline Safety of the Department of Transportation, to determine the real potential for explosion or rupture in case of accident or earthquake.
- SAF-4.4: For new development, maximize building setback from existing pipelines or new/established pipeline routes to a preferred width of 150 feet where physically feasible, but in no event less than 50 feet. Whenever development is proposed within 150 feet of petroleum pipelines, site plans must clearly show pipeline locations and all measures proposed to mitigate all potential safety hazards.

**FIRE PROTECTION**

- SAF-5: Protect life and property in Cypress from urban fires. Maintain the Orange County Fire Authority's high level of service to community businesses and residents.
- SAF-5.1: Maintain a response time of eight minutes for the first responder engine and provide paramedic service within five minutes.
- SAF-5.2: Evaluate the effects of new development on the Orange County Fire Authority's response time. Ensure through the development review process that new development will not result in reduced emergency service levels.
- SAF-5.3: Maintain and periodically review procedures for dealing with fire emergencies in the City's Disaster Plan.
- SAF-5.4: Establish evacuation routes for an urban fire.
- SAF-5.5: Maintain mutual aid agreements with surrounding jurisdictions for fire protection.

- SAF-5.6: Provide adequate fire equipment access to structures within the community.
- SAF-5.7: Maintain an ongoing fire inspection program to reduce fire hazards associated with older buildings, critical facilities, public assembly facilities, and industrial and commercial buildings.
- SAF-5.8: Promote the utilization of fire-safe building materials and enforce the City's fire sprinkler ordinance.

**POLICE PROTECTION**

- SAF-6: Maintain the police department's high quality of service to the City.
  - SAF-6.1: Assess the impacts of incremental increases in development density and the resulting traffic congestion on emergency response time. Ensure through the development review process that new development will not result in reduced emergency service levels.
  - SAF-6.2: Maintain a response time of approximately three minutes for emergency calls and six minutes for non-emergency calls.
  - SAF-6.3: Enhance public awareness and participation in crime prevention. Develop new and expand existing educational programs dealing with personal safety awareness.
  - SAF-6.4: Continue to support citizen programs that fight crime and promote citizen involvement, such as Neighborhood Watch and DARE.
- SAF-7: Use good design as a means to promote human safety.
  - SAF-7.1: Provide design criteria in the Zoning Ordinance or design guidelines relating to the prevention of crime prevention through appropriate physical design solutions.
  - SAF-7.2: Use good design to promote safety for residents, employees and visitors to the City.
  - SAF-7.3: Provide exterior lighting that enhances safety and night use in public spaces, but minimizes impacts on surrounding land uses.
  - SAF-7.4: Promote the use of defensible space (e.g., site and building lighting, visual observation of open spaces, secured areas) in project design to enhance public safety.

**AIRCRAFT OVERFLIGHT**

- SAF-8: Protect Cypress residents from air operation accidents.
  - SAF-8.1: Limit development height within the flight approach to the Joint Forces Training Center (JFTC) Los Alamitos to minimize safety hazards to aircraft and protect the airfield.
  - SAF-8.2: Monitor legislation and regulations established by the Joint Forces Training Center (JFTC) Los Alamitos.

SAF-8.3 Establish an emergency response plan for aircraft incidents.

**NOISE**

**TRANSPORTATION NOISE CONTROL**

- N-1: Reduce noise impacts from transportation noise sources.
  - N-1.1: Require construction of barriers to shield noise-sensitive uses from excessive noise.
  - N-1.2: Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Cypress.
  - N-1.3: Reduce transportation noise through proper design and coordination of new or remodeled transportation and circulation facilities.
  - N-1.4: Enforce City, State, and federal noise standards, especially those for automobile mufflers and modified exhaust systems.
  - N-1.5: Ensure that the Zoning Ordinance, Circulation Element, and Land Use Element fully integrate the policies adopted as part of the Noise Element.
  - N-1.6: Monitor noise from buses and other heavy vehicles in residential areas. If necessary, consider alternate circulation routes for those types of vehicles.
  - N-1.7: Discourage through-traffic in residential neighborhoods by use of one-way streets.
  - N-1.8: Require that new equipment purchased by the City of Cypress comply with noise performance standards.

**NOISE AND LAND USE PLANNING INTEGRATION**

- N-2: Incorporate noise considerations into land use planning decisions.
  - N-2.1: Establish targeted limits of noise for various land uses throughout the community, in accordance with Table N-2.
  - N-2.2: Ensure acceptable noise levels near schools, hospitals, convalescent homes, churches, and other noise-sensitive areas, in accordance with Table N-1.
  - N-2.3: Establish standards for all types of noise not already governed by local ordinances or preempted by State or federal law.
  - N-2.4: Require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary.
  - N-2.5: Discourage and, if necessary, prohibit the exposure of noise-sensitive land uses to noisy environments.

- N-3: Minimize noise spillover from commercial uses into nearby residential neighborhoods.
  - N-3.1: Enforce the 65 dB(A) State standard for exterior noise levels for all commercial uses.
  - N-3.2: Require that a minimum of 15 feet be landscaped as a buffer between a commercial or mixed use structure and an adjoining residential parcel.
  - N-3.3: Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.
  - N-3.4: Truck deliveries within the City to commercial and industrial properties abutting residential uses shall fully comply with the City's Noise Ordinance.
  
- N-4: Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed use developments.
  - N-4.1: Require that commercial uses developed as part of a mixed use project (with residential uses) not be noise-intensive.
  - N-4.2: Require that mixed use structures be designed to prevent transfer of noise and vibration from the commercial to the residential use.
  - N-4.3: Orient mixed use residential units away from major noise sources.
  - N-4.4: Locate balconies and openable windows of residential units in mixed use projects away from the primary street and other major noise sources.

**NON-TRANSPORTATION NOISE CONTROL**

- N-5: Develop measures to control non-transportation noise impacts.
  - N-5.1: Review the City's existing noise ordinance and revise as necessary to better regulate noise-generating uses.
  - N-5.2: Continue to enforce the Noise Ordinance and make the public more aware of its utility.
  - N-5.3: Where possible, resolve existing and potential conflicts between various noise sources and other human activities.
  - N-5.4: Reduce noise generated by building activities by requiring sound attenuation devices on construction equipment.
  - N-5.5: Establish and maintain coordination among the agencies involved in noise abatement.

**AIR QUALITY**

**LAND USE PATTERN**

- AQ-1: Reduce air pollution through proper land use and transportation planning.

- AQ-1.1: Cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments in their effort to implement provisions of the region's Air Quality Management Plan, as amended.
- AQ-1.2: Design safe and efficient vehicular access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.
- AQ-1.3: Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.
- AQ-1.4: Develop neighborhood parks near concentrations of residents to encourage pedestrian travel to the recreation facilities.
- AQ-1.5: Encourage the design of commercial areas to foster pedestrian circulation.
- AQ-1.6: Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use.
- AQ-1.7: Cooperate and participate in regional air quality management plans, programs, and enforcement measures.
- AQ-1.8: Implement the required components of the Congestion Management Plan, and continue to work with Orange County on annual updates to the CMP.

**TRANSPORTATION**

- AQ-2: Improve air quality by reducing the amount of vehicular emissions in Cypress.
  - AQ-2.1: Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.
  - AQ-2.2: Utilize incentives, regulations and/or Transportation Demand Management in cooperation with other jurisdictions to reduce the vehicle miles traveled for auto trips which still need to be made.
  - AQ-2.3: Promote and establish modified work schedules which reduce peak period auto travel.
  - AQ-2.4: Participate in efforts to achieve increased designation, construction, and operation of High Occupancy Vehicle (HOV) lanes on local freeways.
  - AQ-2.5: Cooperate in efforts to expand bus, railroad and other forms of transit serving the City and the urbanized portions of Orange County.
  - AQ-2.6: Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.
  - AQ-2.7: Encourage employer rideshare and transit incentives programs by local businesses.
  - AQ-2.8: Manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.

- AQ-2.9: Encourage businesses to alter truck delivery routes and local delivery schedules during peak hours, or switch to off-peak delivery hours.
- AQ-2.10: Implement Citywide traffic flow improvements outlined in the Circulation Element.
- AQ-2.11: Promote state and federal legislation which would improve vehicle/ transportation technology and cleaner fuels.
- AQ-2.12: Implement land use policy contained in the Land Use Element toward the end of achieving jobs/housing balance goals.
- AQ-2.13: Integrate air quality planning with the land use and transportation process.

**REDUCE PARTICULATE EMISSIONS**

- AQ-3: Reduce particulate emissions to the greatest extent feasible.
  - AQ-3.1: Adopt incentives, regulations, and/or procedures to minimize particulate emissions from unpaved roads, agricultural uses, and building construction.

**REDUCE ENERGY CONSUMPTION**

- AQ-4: Reduce emissions through reduced energy consumption.
  - AQ-4.1: Promote energy conservation in all sectors of the City including residential, commercial, and industrial.
  - AQ-4.2: Promote local recycling of wastes and the use of recycled materials.
  - AQ-4.3: Adopt incentives and regulations to reduce emissions from swimming pool heaters and residential and commercial water heaters.

**GROWTH MANAGEMENT**

- GM-1: Reduce traffic congestion.
  - GM-1.1: Within three years of the issuance of the first building permit for a development project or within five years of the first grading permit for said development project, whichever occurs first, ensure that the necessary improvements to transportation facilities to which the project contributes measurable traffic are constructed and completed to attain Level-of-Service (LOS) D at the intersections under the sole control of the City.
  - GM-1.2: Level of Service (LOS) will be measured by the Traffic Level of Service Policy Implementation Manual established by the Local Transportation Authority.
  - GM-1.3: All development contributing significant impacts to intersections on the Deficient Intersection List and all projects contributing cumulatively, or individually, 10 percent or more of the traffic using an intersection shall be assessed a mitigation fee determined by the jurisdictions in the Growth Management Area and locally administered as part of the City's Capital Improvement Program.

- GM-1.4: Promote traffic reduction strategies through Transportation Demand Management (TDM) measures adopted by City ordinance.<sup>10</sup>
- GM-2: Ensure adequate transportation facilities are provided for existing and future inhabitants of the City.
  - GM-2.1: Require that all new development pay its share of the street improvement costs associated with the development, including regional traffic mitigation.
  - GM-2.2: New revenues generated from Measure M shall not be used to replace private developer funding which has been committed for any project.
  - GM-2.3: The City shall continue to collect Transportation System Improvement Program (TSIP) fees for improvements within its boundaries and shall work with adjacent jurisdictions to determine acceptable impact fees within the growth management areas. These fees may be assessed as necessary in addition to the City's TSIP fees to cover shortfalls that may not be generated by the established fee program.
  - GM-2.4: A Deficient Intersection Fund shall be established by the City to make improvements on those intersections necessary to achieve the LOS standard established in this Element.
  - GM-2.5: All newly approved development projects shall be required to establish a development phasing program which phases approval of development commensurate with required improvements to roadway capacity.
  - GM-2.6: Development phasing for newly approved development projects shall be a component of the development review and entitlement process and shall be approved prior to issuance of building or grading permits.
  - GM-2.7: The City shall monitor the implementation of the development phasing program of each of the newly approved development projects on an annual basis and prepare a report which indicates the status of development approval and required traffic improvements and relationship between them.
  - GM-2.8: A ten-year Performance Monitoring Program shall be developed to provide an annual evaluation of compliance with development phasing and evaluation of the maintenance of transportation service levels.
  - GM-2.9: A Seven-Year Capital Improvement Program shall be adopted and maintained in conformance with provisions of Measure M for the purpose of maintaining adopted traffic level of service standards established in this Element.
- GM-3: Cooperate with neighboring jurisdictions and the County to achieve reduction in regional traffic congestion.
  - GM-3.1: The City shall participate in inter-jurisdictional planning forums within its established growth management area as adopted by the Regional Advisory

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<sup>10</sup> Not required for Growth Management Element, but required to meet Measure M and CMP requirements.

Planning Council and will continue to participate in forums with neighboring or affected jurisdictions to address transportation or other planning issues.

GM-3.2: The City will continue to cooperate with the County of Orange in annually updating its Congestion Management Plan pursuant to the requirement of AB 471 in order to continue to receive its share of State gasoline sales tax revenues.

GM-4: Strive to maintain the good balance between jobs and housing in Cypress.

GM-4.1: To the extent feasible, utilize information on the jobs/housing balance in the City and region as a factor in land use decision-making.

### **3.4.5 GENERAL PLAN AND ZONING CONSISTENCY**

There are two types of cities in California: charter and general law. The City of Cypress is a charter city. While State planning requirements apply equally to all counties and general law cities, the State constitution and statutes allow charter cities greater leniency in satisfying their general plan responsibilities. Specifically, charter cities are exempt from the provision of State law that requires zoning to be consistent with the land use element of the general plan, except where required by charter, ordinance or in cities with a population over two million (Government Code Sections 65803 and 65860).