

## 4.0 ENVIRONMENTAL ANALYSIS

### 4.1 LAND USE

This Section describes the existing land use designations, plans, and policies within the City of Cypress. Additionally, this Section describes the impacts and mitigation measures associated with revisions to the land use goals and policies as identified in the proposed General Plan Update.

#### 4.1.1 ENVIRONMENTAL SETTING

This section describes existing land use characteristics in the City. Table 3-2, *Existing Land Use*, in Section 3.0, *Project Description*, 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.<sup>1</sup> 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 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 has 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 north 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

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

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 at 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.<sup>2</sup>

**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.

**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.

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

**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 east-west commercial thoroughfare through the City. 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 and creating an exciting atmosphere. 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 in the future.

**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.

**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 and the Senior Center located on Grindlay 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 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 land<sup>3</sup> 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 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.

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

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 Southern Pacific 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 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.

**APPLICABLE PLANS, POLICIES, AND REGULATIONS**

**Federal Plans and Policies**

**Clean Air Act.** The Federal Clean Air Act was enacted to protect and enhance air quality and promote the health and welfare of the public. The U.S. Environmental Protection agency (USEPA) has established ambient air quality standards for certain criteria pollutants, which are generally implemented by state and local agencies.

**Clean Water Act (Section 404).** Section 404(b) of the Federal Clean Water Act was established to preserve water quality, and discourages the alteration or destruction of wetlands. This act requires that the U.S. Army Corps of Engineers evaluate the impacts of discharge of dredged or fill materials into any water of the U.S. The Army Corps Wetlands Policy requires the implementation of mitigation measures for any impacts to designated wetland areas.

**National Pollutant Discharge Elimination System Permit Program.** The National Pollutant Discharge Elimination System (NPDES) program requires the owner or operator of any facility, or person responsible for any activity that discharges waste into the surface waters of the U.S. to obtain an NPDES permit from the Regional Water Quality Control Board, as mandated by the National Clean Water Act. The existing NPDES (Phase I) storm water program requires municipalities serving greater than 100,000 persons to obtain a NPDES storm water permit for construction projects greater than five acres. Proposed NPDES storm water regulations (Phase II), expand this existing national program to smaller municipalities with populations of 10,000 or more and construction sites that disturb greater than one acre of land.

**Federal Endangered Species Act.** The Federal Endangered Species Act (ESA) was passed in 1973 to provide a process for listing species as endangered or threatened, and establishes requirements for the protection of all listed species. The ESA also identifies candidate species, which may qualify for listing but are not formally incorporated. The ESA is administered by the U.S. Fish and Wildlife Service.

**State Plans and Policies**

**California Wetlands Policy.** The State Wetlands Policy protects marshlands and other designated wetland areas, and requires mitigation for disturbance of wetland areas. The wetlands policy is administered by the California Department of Fish and Game (CDFG) under Sections 1601 to 1606.

**California Endangered Species Act.** The California Endangered Species Act (CESA) was enacted in 1984 to protect rare, threatened, and endangered species in California. The CESA is administered by the CDFG.

## Regional and Local Plans and Policies

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 other regional and local physical planning documents, plans, and ordinances that the City can adopt. The land use categories described in the Land Use Plan Element of the proposed General Plan Update 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.

In addition to locally adopted plans, ordinances, and regulations, a number of regional plans also influence land use planning in the City of Cypress. 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 that affect Cypress. A discussion of the zoning ordinance, specific plans, redevelopment plans, as well as other regional plans follows.

**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 SCAG to prepare comprehensive regional plans to address these concerns. Three such plans affect planning in Cypress: 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.

**Airport Environs Land Use Plan (AELUP).** The Joint Forces Training Center (JFTC) Los Alamitos is located south of Cypress in the City of Los Alamitos. The prevailing approach path for the runways at the Reserve Center traverses the southern portion of Cypress, primarily in the Business Park. The Center is primarily a military helicopter reserve training facility occasionally utilized by 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. Land uses that are appropriate for this area fall within 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) that seeks 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 that no structures or activities adversely affect navigable airspace.

**City of Cypress Zoning Ordinance.** The City of Cypress 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 and conditional uses, and establishes development and performance standards.

**Specific Plans.** In general, Specific Plans are designed to implement General Plan goals and policies by designating land uses, densities, and 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 element of a general plan.

Cypress has adopted six specific plans that provide development guidelines for the Cypress Business Park; Cypress Corporate Center Specific Plan, McDonnell Center Specific Plan, Warland/Cypress Specific Plan, Cypress View Limited Specific Plan, Cypress Business and Professional Center Specific Plan, and 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 along 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 the Land Use Policy Map (refer to Exhibit 3-3 in Section 3.0, Project Description).

**Redevelopment Plans.** The California State Legislature has enacted laws allowing cities and counties to adopt redevelopment plans 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. Redevelopment is also intended to increase construction activities and employment opportunities. Additionally, redevelopment is intended 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 4.1-1, *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 the area. 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 California State law to enable a city to enter into a binding contract with a developer in order to assure the city as to the type, character, and quality of development and assures the developer that the necessary development permits will be issued regardless of changes in regulations that may occur in the future.

This insures 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 changes in regulations that might otherwise effect the project. This in turn, enables the City to obtain additional contributions and benefits from the developer.

Exhibit 4.1-1, *Redevelopment Project Areas*

Cypress has entered into three Development Agreements in these Specific Plan areas: Cypress Business and Professional Center, Cypress Corporate Center, and Sorrento Planned Community. Each of these Agreements acts as an implementation tool for the adopted specific plan for each area, providing 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.

### 4.1.2 STANDARDS OF SIGNIFICANCE

#### SIGNIFICANCE CRITERIA

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria, or standards, used to determine the significance of impacts may vary depending on the nature of the project. For the purposes of this project, impacts related to land use are considered significant if one or more of the following conditions would result from implementation of the proposed project:

- Physically divide an established community (see Section 7.0, *Effects Found Not To Be Significant*);
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Based on these standards, the effects of the proposed project have been categorized as either a “less than significant impact” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through application of mitigation, it is categorized as a significant and unavoidable impact.

### 4.1.3 IMPACTS AND MITIGATION MEASURES

#### 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 3-3 in Section 3.0, *Project Description*) presents the distribution of land uses in the City. Total acreages for each of these land use designations are presented in Table 3-3, *Land Use Policy Implications*, in Section 3.0, *Project Description*. 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 3-3, *Land Use Policy Implications*, in Section 3.0, *Project Description*.

#### 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 3-3 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. An overall average development intensity of 0.4:1 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.

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.

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 Cypress 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.

**RELEVANT FEDERAL AND STATE PLANS AND POLICIES**

**○ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN POTENTIAL CONSISTENCY IMPACTS WITH RELEVANT FEDERAL AND STATE PLANS AND POLICIES.**

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** The proposed General Plan Update for the City of Cypress has refined and supplemented policies regarding future development within the City. Although there are no physical land use changes in the proposed General Plan Update, the update would have a beneficial effect by making the General Plan a more effective planning tool to review future projects and to coordinate with other jurisdictions and regulatory agencies on regional planning and environmental matters.

The proposed General Plan Update contains policies and implementing actions that continue to support current procedures followed by the City when development applications are reviewed; including the referral of plans to appropriate federal, state, regional, and adjacent jurisdictions and agencies to assure consistency between City and other agency regulations and requirements. Proposed General Plan Update policies and actions recognize that all communities within the area have an interest in area-wide land use and transportation planning, economic development, environmental protection, and the provision of adequate services and facilities.

Policies and programs in the proposed General Plan Update continue to provide for implementation of and participation in area-wide planning efforts. The consistency of the proposed General Plan Update with specific federal, state, regional, and local plans is presented below in Table 4.1-1, *General Plan Update Consistency with Federal or State Plans or Policies*.

**Table 4.1-1  
GENERAL PLAN UPDATE CONSISTENCY WITH FEDERAL OR STATE PLANS OR POLICIES**

Plan or Policy	Consistency Statement
<b>Federal Plans or Policies</b>	
Clean Air Act	<u>Consistent.</u> The proposed General Plan Update contains policies to protect air quality consistent with the Clean Air Act, including management of local pollutants to meet air quality standards, land use and transportation measures to reduce vehicle trips and congestion, and encouraging alternate modes of transportation (i.e., walking, biking, and public transit use).
Clean Water Act (Section 404)	<u>Consistent.</u> The City of Cypress does not contain any known wetlands. However, the proposed General Plan Update contains goals and policies designed to protect water resources and enhance water quality.
National Pollutant Discharge Elimination System (NPDES) Permit Program	<u>Consistent.</u> The proposed General Plan Update provides goals and policies designed to protect water quality. Development allowed by buildout of the proposed General Plan Update would be required to implement storm water management practices during and after construction in accordance with the NPDES permit.
Federal Endangered Species Act	<u>Consistent.</u> No known rare or endangered plant or animal species have been identified within the City of Cypress. However, should any be identified, any development occurring as a result of buildout of the proposed General Plan would be required to comply in full with the ESA. This would include mitigation of any significant impacts to any rare or endangered species.
<b>State Plans or Policies</b>	
California Wetlands Policy	<u>Consistent.</u> There are no known wetlands within the City of Cypress. However, development resulting from buildout of the proposed General Plan Update would be subject to the CDFG streambed alteration agreement requirements. These agreements require the avoidance of wetlands and implementation of mitigation measures for any related wetlands impacts.
California Endangered Species Act	<u>Consistent.</u> The City of Cypress does not contain any known rare or endangered species. However, should any such plant or animal species be identified, development resulting from buildout of the proposed General Plan Update would be required to comply fully with CESA and mitigate any impacts to such species.

**Policies in Proposed General Plan Update:** The Conservation/Open Space/Recreation and Air Quality Management Elements contains the following policies:

- COSR-1.3 Protect ground water resources from depletion and sources of pollution.
- 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-1.3 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.
- 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-2.5 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-2.13 Integrate air quality planning with the land use and transportation process.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**RELEVANT REGIONAL PLANS AND POLICIES**

○ **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN POTENTIAL CONSISTENCY IMPACTS WITH POLICIES IN SCAG'S REGIONAL COMPREHENSIVE PLAN AND GUIDE.**

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** Table 4.1-2, *General Plan Update Consistency with SCAG's Regional Comprehensive Plan and Guide Policies*, provides an assessment of the proposed General Plan Update's relationship to pertinent policies contained in various chapters of the Regional Comprehensive Plan and Guide. The policies contained in Table 4.1-2 were cited by SCAG in its response to the Notice of Preparation as being most applicable and requiring review in this Program EIR.

**Table 4.1-2  
GENERAL PLAN UPDATE CONSISTENCY WITH SCAG'S  
REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES**

SCAG RCPG Policies		Consistency Statement
<b>Growth Management Chapter</b>		
3.01	The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	<u>Consistent.</u> The projected buildout population of the General Plan Update is 51,524, which exceeds the Regional Comprehensive Plan projections identified by SCAG by 1,124 people. The General Plan Update buildout population projections reflect current growth conditions based on existing land use and zoning designations within the City. The City shall supply SCAG with the assumptions and current data to support General Plan Update buildout projections so that SCAG's projections can be revised to reflect the General Plan Update. Since the SCAG projections are close to the City's projections (within 2%), the General Plan Update is consistent with this policy.
3.03	The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	<u>Consistent.</u> No specific infrastructure or service improvements projects are identified as part of the General Plan Update. However, future development projects as a result of General Plan buildout would require infrastructure and service improvements subject to review by the City and responsible agencies.
<b>1998 Regional Transportation Plan</b>		
4.01	Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.	<u>Consistent.</u> The General Plan Update contains goals and policies ensuring that traffic congestion is reduced and that adequate transportation facilities are provided. (Refer to the following General Plan Update goals and policies: GM-1.1, GM-1.2, GM-1.3, GM-2.3, GM-2.4, GM-2.5, GM-2.7, GM-2.8, GM-2.9, GM-3.1 and GM-3.2.)
4.02	Transportation investments shall mitigate environmental impacts to an acceptable level.	<u>Consistent.</u> The General Plan Update contains policies requiring new development to pay its share of costs associated with the mitigation of project generated impacts including regional traffic congestion. (Refer to the following General Plan Update goals and policies: GM-1.3, GM-2.1, GM-2.3, and LU-9.5.)
4.04	Transportation Control Measures shall be a priority.	<u>Consistent.</u> The General Plan Update contains policies to participate in regional air quality management plans, programs, and enforcement measures. (Refer to the following General Plan Update goals and policies: AQ-1.7, AQ-1.8, and AQ-2.2.)
4.06	Implementing transit restructuring, including Smart Shuttles, freight improvements, advanced transportation technologies, airport ground access and traveler information services are RTP priorities.	<u>Consistent.</u> The General Plan Update contains policies supporting the feasibility of light rail and the need to diversify transportation choices. (Refer to the following General Plan Update goals and policies: LU-13.5, LU-19, LU-19.1, LU-19.2 and LU-19.3.)
4.07	Projects proposed for the Regional Transportation Improvement Program (RTIP) that do not indicate a reasonable phasing of construction between segments will not be approved.	<u>Consistent.</u> The General Plan Update contains policies aimed at phasing new development to maintain balance between land use and circulation systems. (Refer to the following General Plan Update goals and policies: GM-2.5, GM-2.6, GM-2.7, and GM-2.8.)
4.08	All existing and new public transit services, facilities and/or systems shall be fully accessible to persons with disabilities as required by applicable sections of the 1990 Americans with Disabilities Act.	<u>Consistent.</u> No specific infrastructure or service improvements projects are identified as part of the General Plan Update. However, future development projects as a result of General Plan buildout would be required to conform to applicable sections of the 1990 Americans with Disabilities Act.

**Table 4.1-2  
GENERAL PLAN UPDATE CONSISTENCY WITH SCAG'S  
REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES  
(CONTINUED)**

SCAG RCPG Policies		Consistency Statement
4.10	All existing and new public transit services shall be provided in a manner consistent with Title VI of the 1964 Civil Rights Act, prohibiting intentional discrimination and adverse disparate impact with regard to race, ethnicity, or national origin.	<u>Consistent.</u> No specific infrastructure or service improvements projects are identified as part of the General Plan Update. However, future development projects as a result of General Plan buildout would be required to conform to Title VI of the 1964 Civil Rights Act.
4.11	All existing and new public transit services, facilities and/or systems shall evaluate the potential for private sector participation through the use of competitive procurement.	<u>Not Applicable.</u> The City of Cypress does not operate or maintain its own public transportation system. However, should the City of Cypress consider the development of such a system, the City would consider the potential for private sector participation.
4.15	Arterial HOV facilities to support transit and rideshare will be supported and encouraged.	<u>Consistent.</u> The General Plan Update provides Policy AQ-2.4 to achieve increased designation, construction, and operation of HOV lanes on local freeways.
4.16	Maintaining and operating the existing transportation system will be a priority over expanding capacity.	<u>Consistent.</u> The General Plan Update incorporates numerous policies aimed at relieving congestion through implementation of ridership programs, improving alternative transportation, land use decisions, etc. rather than through expanding capacity. (Refer to the following General Plan Update goals and policies: LU-1.4, LU-2.7, LU-4.1, LU-9.3, LU-9.9, CIR-1.1, CIR-2.1, CIR-2.4, CIR-2.5, CIR-2.6, AQ-1.3, AQ-1.4, A.Q-1.5, AQ-1.6, AQ-2.1, AQ-2.2, AQ-2.4, AQ-2.5, AQ-2.6, AQ-2.7, AQ-2.8, AQ-2.11, GM-1.4, and H-4.1.)
4.17	Alternatives to highway expansion must be evaluated before giving regional approval to expand single occupancy lanes.	<u>Consistent.</u> Refer to consistency analysis for SCAG Policy 4.16.
<b>GMC Policies Related to the RCPG Goal to Improve the Regional Standard of Living</b>		
3.04	Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.	<u>Consistent.</u> The General Plan Update contains policies to maintain a good balance between jobs and housing and to provide housing opportunities affordable to the incomes of all segments of the community. (Refer to the following General Plan Update goals and policies: GM-4, GM-4.1, LU-1, H-1, H-1.2, H-2, H-3, H-3.1, H-3.2, H-3.3, and AQ-2.12.)
3.05	Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	<u>Consistent.</u> Refer to consistency analysis for SCAG Policy 4.16.
3.09	Support local jurisdictions' actions to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	<u>Consistent.</u> The General Plan Update contains policies to seek private funding sources for the extension of services and facilities where these services are not already part of the City's financed capitol improvement program. (Refer to the following General Plan Update goals and policies: LU-5.6, H-1.4.)
3.10	Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	<u>Consistent.</u> The General Plan Update provides policies to expedite the permitting process. (Refer to the following General Plan Update goals and policies: H-4, H-4.1, H-4.2, H-4.3, and H-4.4.)

**Table 4.1-2  
GENERAL PLAN UPDATE CONSISTENCY WITH SCAG'S  
REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES  
(CONTINUED)**

SCAG RCPG Policies		Consistency Statement
<b>GMC Policies Related to the RCPG Goal to Improve the Regional Quality of Life</b>		
3.11	Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions.	<u>Consistent.</u> The General Plan Update provides policies that provide incentives for both housing and job growth. (Refer to the following General Plan Update goals and policies: LU-1.5, LU-1.6, LU-3.2, LU-3.4, LU-9.6, GM-4, GM-4.1, H-4, H-4.1, H-4.2, H-4.3, and H-4.4.)
3.12	Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	<u>Consistent.</u> Refer to consistency analysis for SCAG Policy 4.16.
3.13	Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	<u>Consistent.</u> Cypress is a built out city surrounded by other urbanized areas. Based on these circumstances, new development allowed for under the General Plan Update would take the form of redevelopment or infill projects on underutilized lots. In addition, the General Plan Update contains policies that encourage the use and redevelopment of existing urbanized areas. (Refer to the following General Plan Update goals and policies: LU-1.2, H-2.3, H-2.4, H-4.2, and H-4.3.)
3.14	Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	<u>Consistent.</u> Refer to consistency analysis for SCAG Policies 4.16 and 3.13.
3.15	Support local jurisdiction's strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.	<u>Consistent.</u> The General Plan Update contains policies to encourage mixed-use, redevelopment and infill development in urbanized areas accessible to transit. (Refer to the following General Plan Update goals and policies: LU-1.2, LU-1.3, LU-1.4, AQ-1.4, H-4.2, and H-4.3.)
3.16	Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	<u>Consistent.</u> Refer to consistency analysis for SCAG Policies 4.16, 3.13, and 3.15.
3.17	Support and encourage settlement patterns, which contain a range of urban densities.	<u>Consistent.</u> The General Plan Land Use Element and Land Use Map provides a range of residential densities throughout the City.
3.18	Encourage planned development in locations least likely to cause environmental impact.	<u>Consistent.</u> In addition to the mitigation measures proposed in this EIR, the General Plan Update contains numerous policies to protect environmental resources and minimize adverse environmental effects. All future development allowed for under the General Plan would be required to undergo subsequent environmental review by the City.
3.19	Support policies and actions that preserve open space areas identified in local, state, and federal plans.	<u>Consistent.</u> The General Plan Update contains policies to preserve open space areas within the City. (Refer to the following General Plan Update goals and policies: LU-1.7, LU-4.5, LU-9.9, AQ-1.4, COSR-6.1, COSR-6.2, COSR-6.3, COSR-6.5, COSR-6.6, COSR-6.7, COSR-6.8, COSR-6.11, COSR-6.12, COSR-7.2, COSR-8.1, COSR-8.2, COSR-8.4, COSR-9.1, and COSR-10.)

**Table 4.1-2  
GENERAL PLAN UPDATE CONSISTENCY WITH SCAG'S  
REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES  
(CONTINUED)**

SCAG RCPG Policies		Consistency Statement
3.20	Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	<u>Consistent.</u> In addition, to the mitigation measures proposed in this EIR, the General Plan Update contains numerous policies to protect environmental resources and minimize adverse environmental effects for wetlands, groundwater, and wildlife. (Refer to the following General Plan Update goals and policies: COSR-1, COSR-1.1 to 1.5, COSR-2 and COSR-2.1 to 2.4.)
3.21	Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	<u>Consistent.</u> In addition, to the mitigation measures proposed in this EIR, the General Plan Update contains numerous policies to protect environmental resources and minimize adverse environmental effects for cultural and archaeological resources. (Refer to the following General Plan Update goals and policies: COSR-5, COSR-5.1, and COSR-5.2.)
3.22	Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	<u>Consistent.</u> The General Plan Update provides policies that protect against flooding, slope, and seismic hazards. (Refer to the following General Plan Update goals and policies: SAF-1.1, SAF-2.1, SAF-2.2, SAF-2.3, SAF-2.4, SAF-5.2, SAF-5.7, and SAF-5.8.)
3.23	Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	<u>Consistent.</u> Refer to the consistency analysis for SCAG Policy 3.18.
<b>GMC Policies Related to the RCPG Goal to Provide Social, Political, and Cultural Equity</b>		
3.24	Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.	<u>Consistent.</u> The General Plan Update contains numerous policies to provide incentives to developers to supply affordable housing and to encourage a strong housing base. (Refer to all the General Plan Update Housing Element goals and policies.)
3.27	Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	<u>Consistent.</u> The Cypress General Plan is the primary source of long-range planning and policy direction that will guide growth and preserve the quality of life within the community. The Housing Element encourages the development of housing for all income levels. The Conservation Element provides the protection and enhancement of open space and recreational facilities. The Safety Element contains policies to support strong law enforcement and fire protection. The Land Use Element promotes harmony between the diverse types of uses within the City in balance with public services and infrastructure. In addition, public service and utility providers were contacted as part of the General Plan Update and EIR process; their input on how the General Plan Update would impact their services is reflected in the General Plan Elements and EIR.

**Table 4.1-2  
GENERAL PLAN UPDATE CONSISTENCY WITH SCAG'S  
REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES  
(CONTINUED)**

SCAG RCPG Policies		Consistency Statement
<b>Air Quality Chapter</b>		
5.11	Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	<u>Consistent.</u> This EIR addresses air quality, land use, and transportation impacts of the General Plan Update and provides mitigation measures where feasible to reduce significant environmental impacts to a less than significant level. In addition, all future development allowed for under the General Plan would be required to undergo subsequent environmental review by the City.
<b>Water Quality Chapter</b>		
11.02	Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.	<u>Not Applicable.</u> This SCAG policy is not pertinent to the City of Cypress. The County of Orange oversees "watershed management" programs within the county including Cypress.
11.07	Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	<u>Consistent.</u> The General Plan Update contains policies to encourage water reclamation. (Refer to General Plan Update policy COSR-1.5.)
<b>Open Space Chapter</b>		
9.01	Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.	<u>Consistent.</u> The General Plan Update contains policies to provide and protect open space uses. Refer to the consistency analysis for SCAG Policy 3.19.
9.02	Increase the accessibility to open space lands for outdoor recreation.	<u>Consistent.</u> The General Plan Update contains policies to promote increased accessibility of open space for public use. (Refer to the following General Plan Update goals and policies: LU-4.5, LU-9.9, COSR-6.4, COSR-6.5, COSR-6.6, COSR-6.11, COSR-6.12, COSR-7.7, COSR-8.1, and COSR-8.3.)
9.03	Promote self-sustaining regional recreation resources and facilities.	<u>Consistent.</u> Refer to the consistency analysis for SCAG Policy 3.19.
9.04	Maintain open space for adequate protection of lives and properties against natural and man-made hazards.	<u>Consistent.</u> Refer to the consistency analysis for SCAG Policy 3.19.
9.05	Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.	<u>Consistent.</u> Refer to the consistency analysis for SCAG Policy 3.22.
9.06	Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.	<u>Consistent.</u> Through General Plan goals, policies, and implementation programs; Specific Plans; and zoning requirements, the City provides for adequate infrastructure and facilities, as well as ensures the public's health and safety. Public expenditures are determined by the City Council as a part of the City's annual budget process for the Capitol Improvement Program.

**Table 4.1-2  
GENERAL PLAN UPDATE CONSISTENCY WITH SCAG'S  
REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES  
(CONTINUED)**

SCAG RCPG Policies		Consistency Statement
9.08	Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.	<u>Consistent.</u> The General Plan Update promotes the protection of viable ecosystems and habitats through the preservation and enhancement of open space uses. Refer to the consistency analysis for SCAG Policy 3.19, which provides a list of General Plan Update open space preservation policies.

The proposed General Plan Update includes relevant policies and programs that reflect and respond to SCAG's regional goals. The proposed Land Use Element is intended to establish the overall policy direction for land use planning decisions in the City of Cypress. As such, goals and policies established in the Land Use Element shape and reflect the policies and programs contained in other General Plan Elements. In addition, 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.

The analysis contained in Table 4.1-2 concludes that the proposed General Plan Update would be consistent with SCAG's policies. Therefore, implementation of the proposed General Plan Update would not result in significant land use impacts related to relevant SCAG policies, nor with any relevant applicable land use plans, policies, or regulations.

**Policies in Proposed General Plan Update:** Table 4.1-2 identifies all relevant policies.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

- **FUTURE DEVELOPMENT PROJECTS ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE SHALL BE REVIEWED BY THE CITY TO ENSURE CONSISTENCY WITH APPLICABLE FAA REGULATIONS AND THE AIRPORT ENVIRONS LAND USE PLAN (AELUP).**

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** 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 County 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?

The ALUC review of the proposed General Plan Update would ensure consistency of the proposed General Plan Update with the AELUP.

**Policies in Proposed General Plan Update:** The Safety Element includes the following policies:

- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update or FAA standards in the AELUP are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**RELEVANT LOCAL PLANS AND POLICIES**

○ **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN POTENTIAL CONSISTENCY IMPACTS WITH LOCAL PLANS AND POLICIES.**

**Level of Significance Before Policies/Mitigation:** Less Than Significant Impact.

**Impact Analysis:** 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 other regional and local physical planning documents, plans, and ordinances that the City can adopt. The land use categories described in the Land Use Plan Element of the proposed General Plan Update indicate general categories of allowed uses and development intensities within each land use category. Other City documents including the zoning ordinance, specific plans, and redevelopment plans establish more specific regulations and policies influencing development. The proposed General Plan Update's consistency with these plans is shown in Table 4.1-3, *General Plan Update Consistency with Local Plans or Policies*. The analysis in Table 4.1-3 concludes that the proposed General Plan Update would be consistent with the City's Zoning Ordinance, existing Specific Plans and Redevelopment Plans, and Development Agreements. Therefore, implementation of the proposed General Plan Update would not result in significant land use impacts relative to these local plans or policies.

**Policies in the Proposed General Plan Update:** The Land Use Element includes the following policies:

- 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.

**Table 4.1-3**

**GENERAL PLAN UPDATE CONSISTENCY WITH LOCAL PLANS OR POLICIES**

Plan or Policy	Consistency Statement
City of Cypress Zoning Ordinance	<u>Consistent.</u> 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 will make every effort to ensure consistency. Each of Cypress' General Plan land use categories corresponds to one or more zoning districts.
Specific Plans	<u>Consistent.</u> Each Specific Plan adopted by the City of Cypress has been designed to implement specific goals and policies of the General Plan. The proposed General Plan Update would not involve any physical changes to land use. Therefore, the eight adopted Specific Plans would remain consistent with the proposed General Plan Update.
Redevelopment Plans	<u>Consistent.</u> California State Law requires all adopted Redevelopment Plans to conform to the City General Plan. The City of Cypress proposed General Plan Update would not involve any changes that would make the three adopted Redevelopment Plans inconsistent with the proposed General Plan Update. Similarly, as the General Plan is intended to guide future development in the City of Cypress, the three Redevelopment Plans adopted by the City would be consistent with the proposed General Plan Update.
Development Agreements	<u>Consistent.</u> California State Law requires all adopted Development Agreements to conform to the City General Plan. The City of Cypress proposed General Plan Update would not involve any changes that would make the three adopted Development Agreements inconsistent with the proposed General Plan. Similarly, as the General Plan is intended to guide future development in the City of Cypress, the three Development Agreements adopted by the City would be consistent with the proposed General Plan Update.

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.

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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**LAND USE COMPATIBILITY**

○ **DEVELOPMENT ASSOCIATED WITH BUILDOUT OF THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN DIRECT IMPACTS REGARDING LAND USE COMPATIBILITY.**

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** Implementation of the proposed General Plan Update for the City of Cypress would not result in any direct impacts regarding land use compatibility within the City, as the proposed General Plan Update would involve no major changes to existing land use designations. The proposed General Plan Update does include a new land use designation of Specific Plan, which was created to eliminate confusion between previous underlying General Plan land use designations and the development potential allowed under each of the Specific Plans.

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 complimentary development; revitalization of older, obsolete commercial and industrial properties; high quality urban design; coordination of development with public facilities and services; and long-term citywide economic development. In addition, goals and policies proposed in the Noise and Safety Elements of the General Plan Update protect against the siting of hazardous or nuisance land uses and residential or other sensitive land uses in proximity to each other. These policies are listed below. As a result, the General Plan Update would not result in significant land use compatibility impacts.

**Policies in Proposed General Plan Update:** The Land Use and Noise Elements contain the following policies:

- 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.
- 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-3.2        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-4.1 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.
- 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 uses.
- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

**LANDMARK TREE ORDINANCE**

○ **THE PROPOSED GENERAL PLAN UPDATE MAY RESULT IN DEVELOPMENT ASSOCIATED WITH BUILDOUT THAT MAY POTENTIALLY IMPACT THE CITY’S LANDMARK TREE ORDINANCE.**

**Level of Significance Before Policies/Mitigation:** Potentially Significant Impact.

**Impact Analysis:** The City of Cypress has developed an ordinance regarding the disposition of “Landmark Trees”. The ordinance prohibits cutting, destroying, removing, or modification of any landmark tree without a permit from the Cypress City Council. Additionally, the ordinance prohibits the construction of any structures within 30 feet of any landmark tree without a City Council approved permit. The proposed General Plan Update further strengthens the Landmark Tree Ordinance. Landmark Tree preservation has been identified as a key conservation/open space/recreation issue:

- The City’s landmark trees are scattered throughout Cypress. These majestic trees are reminiscent of the city’s farming days when many of them were planted. The landmark trees are a unique vegetative resource in Cypress, and shall be preserved. (Conservation/Open Space/Recreation Element)

As such, development within the City of Cypress resulting from implementation of the proposed General Plan Update would not have a significant impact on the City’s Landmark Tree Ordinance.

**Policies in the Proposed General Plan Update:** The Conservation Element includes the following policies:

- 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.

**Mitigation Measures:** No mitigation measures beyond the policies identified in the proposed General Plan Update are required.

**Level of Significance After Policies/Mitigation:** Less Than Significant Impact.

#### **4.1.4 UNAVOIDABLE SIGNIFICANT IMPACTS**

All land use impacts associated with implementation of the proposed General Plan Update for the City of Cypress would be less than significant by adherence to/compliance with policies in the proposed General Plan Update and standard City conditions of approval. No unavoidable significant land use impacts would occur as a result of buildout of the proposed General Plan Update.