

Amended and Restated

Cypress Business & Professional Center Specific Plan

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Prepared for:
CITY OF CYPRESS

Prepared by:
RBF Consulting

JN 10-108347 11/11

**AMENDED AND RESTATED CYPRESS BUSINESS AND PROFESSIONAL CENTER
SPECIFIC PLAN**

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Amended and Restated
_____, 2012

AMENDED AND RESTATED
 CYPRESS BUSINESS AND PROFESSIONAL CENTER SPECIFIC PLAN
 CITY OF CYPRESS, CALIFORNIA

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I. Executive Summary

I. EXECUTIVE SUMMARY

This Amended and Restated Cypress Business & Professional Center Specific Plan ("Specific Plan") establishes comprehensive guidance and regulations for the development of approximately 298.2 gross acres within the City of Cypress, California (the "City"). The purpose of this Specific Plan is to establish the development regulations and programs for the development of the Specific Plan area. This Specific Plan includes a Land Use Plan (see Exhibit 1), which permits approximately 11.8 acres of Mixed-Use Business Park; 33.4 acres of Professional Office; 20.9 acres of Professional Office and Hotel and Support Commercial; 8.2 acres of Mixed-Use Business Park/General Retail Commercial; 33.5 acres of Mixed-Use Commercial/Senior Housing; 30 acres of Cottonwood Church uses; 160.4 acres of public/semi-public uses, including 35.7 acres of the former golf course; and 124.7 acres of existing race track (for a total of 2,695,469 square feet of commercial building area for Planning Areas 2, 3, 4, 5, 6 and 9, as described in the Land Use Plan and elsewhere in this Specific Plan), by establishing policies and site development regulations. It is intended that this Specific Plan be a regulatory plan that is consistent with the City of Cypress General Plan (the "General Plan").

II. Introduction

II. INTRODUCTION

A. PROJECT BACKGROUND

In 1946, the 300-acre Los Alamitos Race Track and Golf Course site was purchased by Frank Vessels, Sr. for the purpose of establishing a quarter horse ranch. Non-betting horse races were first conducted in 1947 and continued until 1951 when the first pari-mutuel horse racing on the track began. The present grandstand was built in 1960 and when the State of California legalized quarter horse racing in 1968, the Los Alamitos Race Track grew to become the premier quarter horse track in the United States. The adjoining Cypress Golf Club (the "Golf Course") was constructed in 1961 and was operated until early 1987. It later reopened, but then permanently closed in 2004.

Hollywood Park Realty Enterprises, Inc. purchased the race track and former Golf Course site in 1984 from Millie Vessels. Subsequently, Hollywood Park Realty approached the City concerning the development potential on the golf course area and the underutilized portions of the race track property.

Following Hollywood Park Realty's proposal, the City invoked its authority as provided in Section 65450 of the State Planning Act, directing the preparation of a Specific Plan (Cypress Plaza) to ensure the compatibility of the property's development with the surrounding community. An Environmental Impact Report was prepared, and certified, to identify and provide appropriate mitigation measures for the potential adverse impacts which might result from the development of the project.

The Cypress Plaza Specific Plan provided for approximately 72.82 acres of Business Park, 45.58 acres of Mixed Use Business Park, 15.98 acres of Professional Office, 5.60 acres of Hotel and Support Commercial and 10.00 acres of General Retail Commercial uses with a total proposed 3,720,892 square feet of building.

On November 3, 1987, the voters of the City of Cypress approved an initiative entitled "Measure D", which was codified in Sections 5.28 and 5.28.090 of the Cypress Zoning Ordinance (the "Zoning Ordinance"). This initiative requires voter approval of (1) any amendment of the PS (Public and Semi-Public) Zone of the Zoning Map or the Zoning Ordinance of the City of Cypress that would permit any land use other than those permitted in the PS Zone on the date of the enactment of this measure and (2) any related amendment of the General Plan.

In 1988, a revised project known as Cypress Downs was proposed by SDC Development for 2,909,208 square feet of building area. The project included a major reduction in the square footage of the project and retention of the Public/Semi-Public General Plan and zoning designations on approximately 30 acres of the site for the purpose of establishing church and school uses.

An election was held to approve or disapprove the General Plan Amendment, Zone Change, Specific Plan, and Development Agreement on February 14, 1989. As a result of the election, the Cypress Downs project was not approved.

On April 17, 1990, the Cypress City Council adopted the original Cypress Business & Professional Center Specific Plan (the "Original Specific Plan"), which established comprehensive guidance and regulations for the development of approximately 298.2 gross acres of land within the City. Subsequently, on April 24, 1990, in accordance with Measure D, the voters of the City of Cypress approved an initiative that changed the General Plan land use designation and the zoning designation for approximately 75 acres of land within the Specific Plan area (which included all of Planning Areas 2, 3, 4, 5 and 6 in the Land Use Plan in the Original Specific Plan), consistent with the previously-adopted Original Specific Plan. The Original Specific Plan was subsequently amended several times in connection with proposed development projects within the Specific Plan area.

This Specific Plan amends and restates the Original Specific Plan, as previously amended. In particular, it establishes a new Planning Area 9, which consists of portions of Planning Areas 6, 7 and 8 from the Original Specific Plan and permits a range of commercial uses and senior housing

and related uses. This amended and restated Specific Plan also clarifies that the Golf Course has not been retained and includes a variety of updated provisions and findings.

B. PURPOSE AND INTENT

This Specific Plan serves a planning and regulating function to provide for the orderly growth and development of 298.2 acres in the City of Cypress. It is the intent of this Specific Plan to establish development regulations and design guidelines that will ensure quality development in the project area that contributes to the City's office/commercial employment base and housing and related "continuum of care" facilities for senior citizens, retains the race track use, is consistent with the goals and policies of the General Plan, and is compatible with adjacent land uses. This Specific Plan provides regulations and standards that unify the development area land uses, circulation system, landscaping and open space areas into a comprehensive development program. The Specific Plan text and graphics will serve as the development code for the development within the Specific Plan area.

C. PROJECT LOCATION AND DESCRIPTION

A portion of the project site is currently vacant. Until early 1987, the entire site was operated as a race track and as the Golf Course. The Golf Course permanently discontinued operation in 2004. The race track and support facilities are a part of this Specific Plan, but will continue in use.

Following the adoption of the Original Specific Plan, substantial portions of the Specific Plan area were developed. Planning Areas 2, 3, 4, 5 and 6 (see Exhibit 1) have been developed with a variety of commercial uses, including big-box retail, a hotel, retail centers, offices, and restaurants. Cottonwood Church has partially developed Planning Area 7 with improvements for religious use.

The project area is bounded by Katella Avenue to the south, Cerritos Avenue to the north, Walker Street to the east and Denni Street/Lexington Avenue to the west. The site abuts the City of Los Alamitos corporate boundary on the west and south. The City of Cypress Southern Corporate Boundary includes the northernmost travel lane of Katella Avenue. All of the subject property is located within the City of Cypress. The area surrounding the site includes a wide variety of land uses. The lands to the south, east and west are currently being developed as industrial/business park uses and include the Cypress Business Park. The land to the north is primarily residential with some retail commercial. The Los Alamitos Armed Forces Reserve Center is located approximately 1/4 mile south of the site. The site and regional vicinity maps are shown as Exhibits 2 and 3.

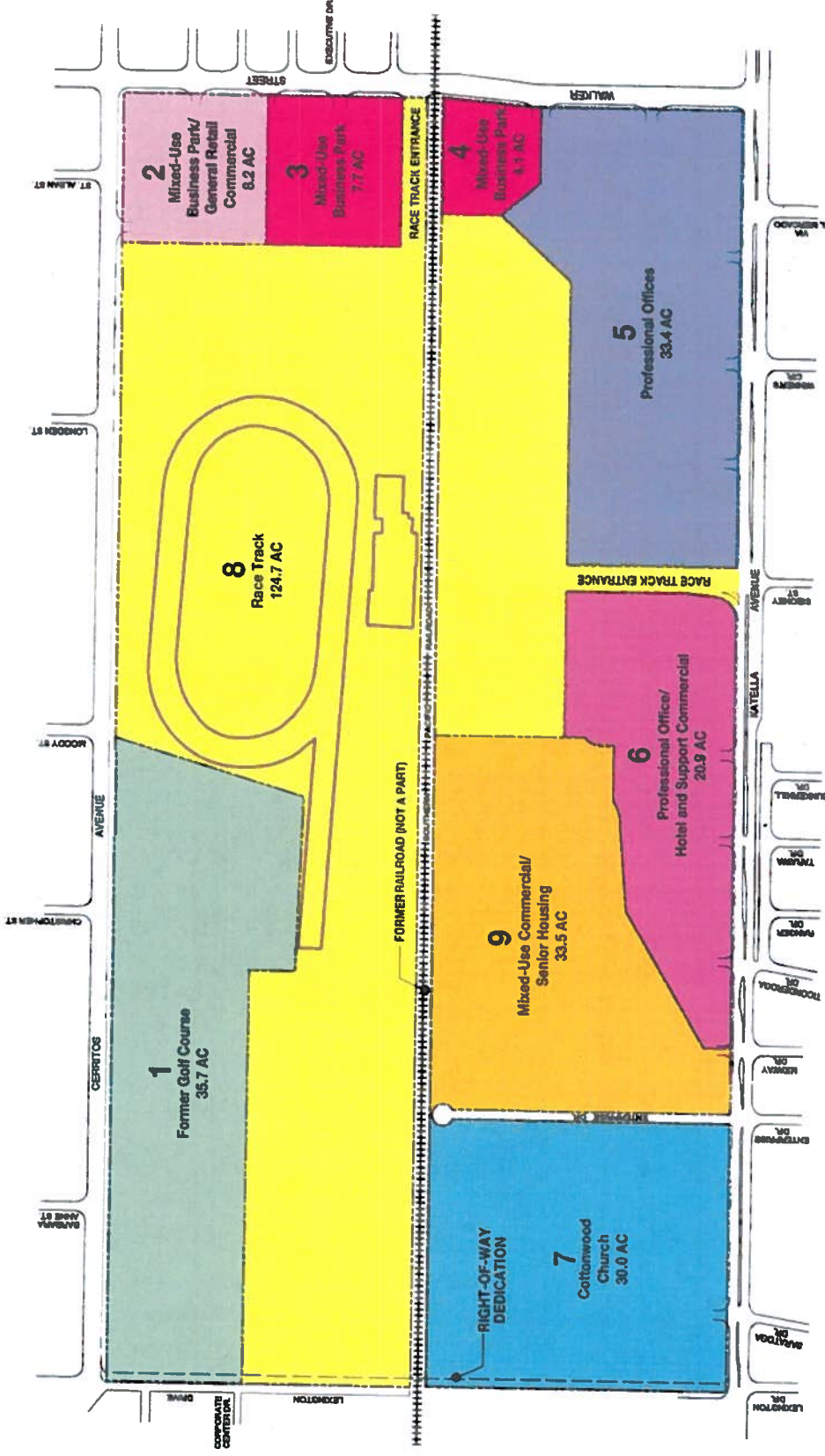
D. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE

The Original Specific Plan was prepared in compliance with the California Environmental Quality Act (CEQA). A Subsequent Environmental Impact Report (EIR) was prepared to respond to the land uses proposed by the Original Specific Plan. Previous Environmental Impact Reports were certified by the Cypress City Council on September 22, 1986, for the Cypress Plaza Specific Plan, and November 7, 1988 for the Cypress Downs Supplemental EIR. Land uses evaluated in the Draft EIR represented the most realistic development scenario at that time for buildout of the Specific Plan. This information was based upon rational planning methodology and projected market needs. This approach was used in order to balance the CEQA requirements for a complete and finite project description, and the requirements for a worst case analysis of environmental impacts. This Specific Plan has been conditioned to provide that, as individual development applications are reviewed by the City of Cypress, land uses which are proposed that do not conform to the development assumptions made in the project description of the EIR and throughout the EIR analysis, even though they may conform to the Specific Plan itself, shall be subject to additional environmental review to determine what additional environmental impacts, if any, these land uses would have.

Upon submittal by the applicant, or any successor-in-interest to the subject property, of a development application, City Staff shall review the same and determine if the proposed development conforms to the development assumptions made in the EIR project description and utilized throughout the analysis in the EIR. Should the City determine that the proposed development does not conform to the development assumptions made in the EIR's project description and utilized in the EIR analysis, even though the proposed development is consistent

CYPRESS BUSINESS & PROFESSIONAL CENTER

— CITY OF CYPRESS —



PLANNING AREA LAND USE DESIGNATION	ACRES	BUILDING S.F.
Mixed-Use Business Park and/or General Retail Commercial	8.2	160,736
Mixed-Use Business Park	11.8	239,936
Professional Offices & Hotel and Support Commercial	20.9	546,242
Professional Offices	33.4	873,000
Mixed-Use Commercial/Senior Housing	33.5	875,556
TOTAL	107.8	2,695,469

AREA	ACRES	BUILDING S.F.	AVERAGE DENSITY
1	35.7	Former Golf Course	-
2	8.2	160,736	0.45
3	7.7	150,935	0.45
4	4.1	89,000	0.50
5	33.4	873,000	0.60
6	20.9	546,242	0.60
7	30.0		
8	124.7	Race Track	
9	33.5	875,556	0.60/ 20 du/ac
TOTAL	288.2	2,695,469	



Robert Stein, William Ford & Associates

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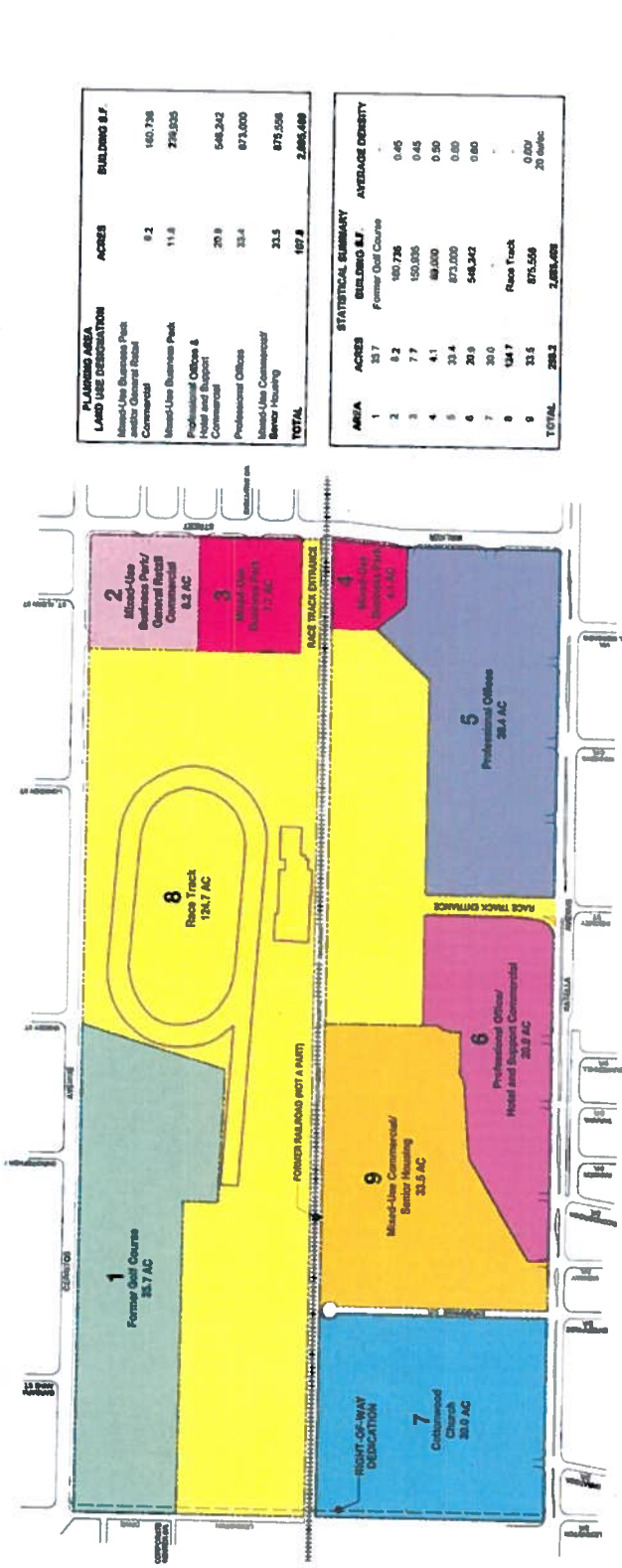
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Land Use Plan

Exhibit 1 (Part A)

REVISED LAND USE PLAN

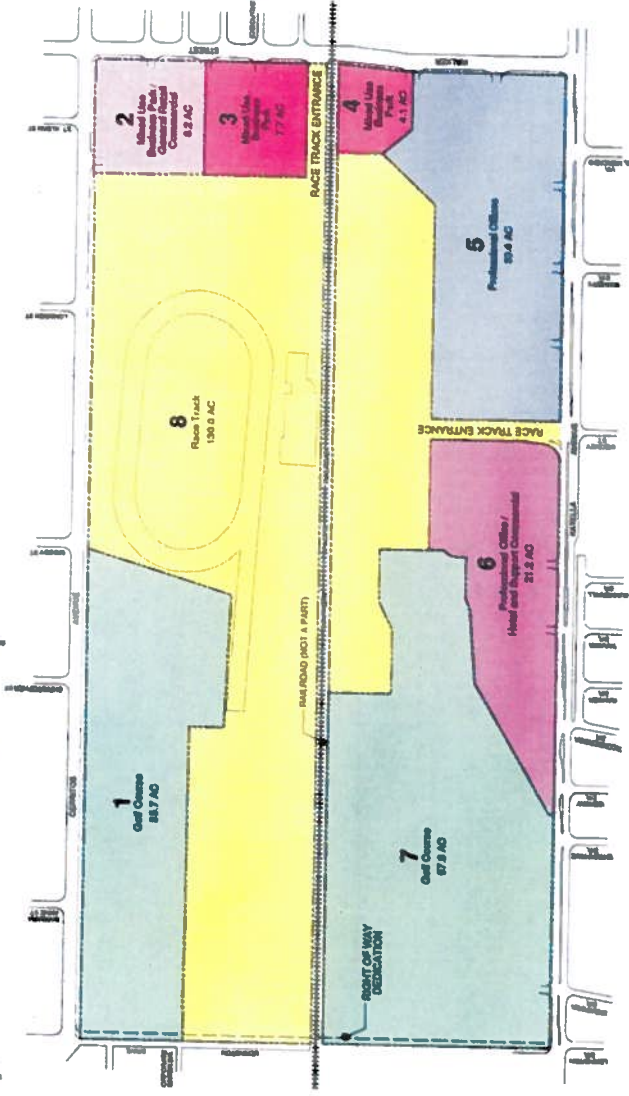
CYPRESS BUSINESS & PROFESSIONAL CENTER
 CITY OF CYPRESS



PLANNING AREA LAND USE DESIGNATION	ACRES	BUILDING S.F.
Mixed-Use Business Park and/or General Retail Commercial	8.2	160,736
Mixed-Use Business Park	11.8	230,925
Mixed-Use Business Park	20.9	548,342
Professional Offices & Hotel and Support Commercial	33.4	873,000
Professional Offices	33.5	873,556
Mixed-Use Commercial/ Senior Housing	107.9	2,085,499
TOTAL		

AREA	ACRES	BUILDING S.F.	AVERAGE DENSITY
1	33.7	160,736	0.45
2	8.2	160,736	0.45
3	7.7	150,895	0.45
4	4.1	88,000	0.50
5	33.4	873,000	0.80
6	20.9	548,342	0.80
7	30.0	-	-
8	134.7	Race Track	0.20/ 20 veh/ac
9	33.5	875,556	-
TOTAL	288.2	2,085,499	

ORIGINAL 1980 LAND USE PLAN

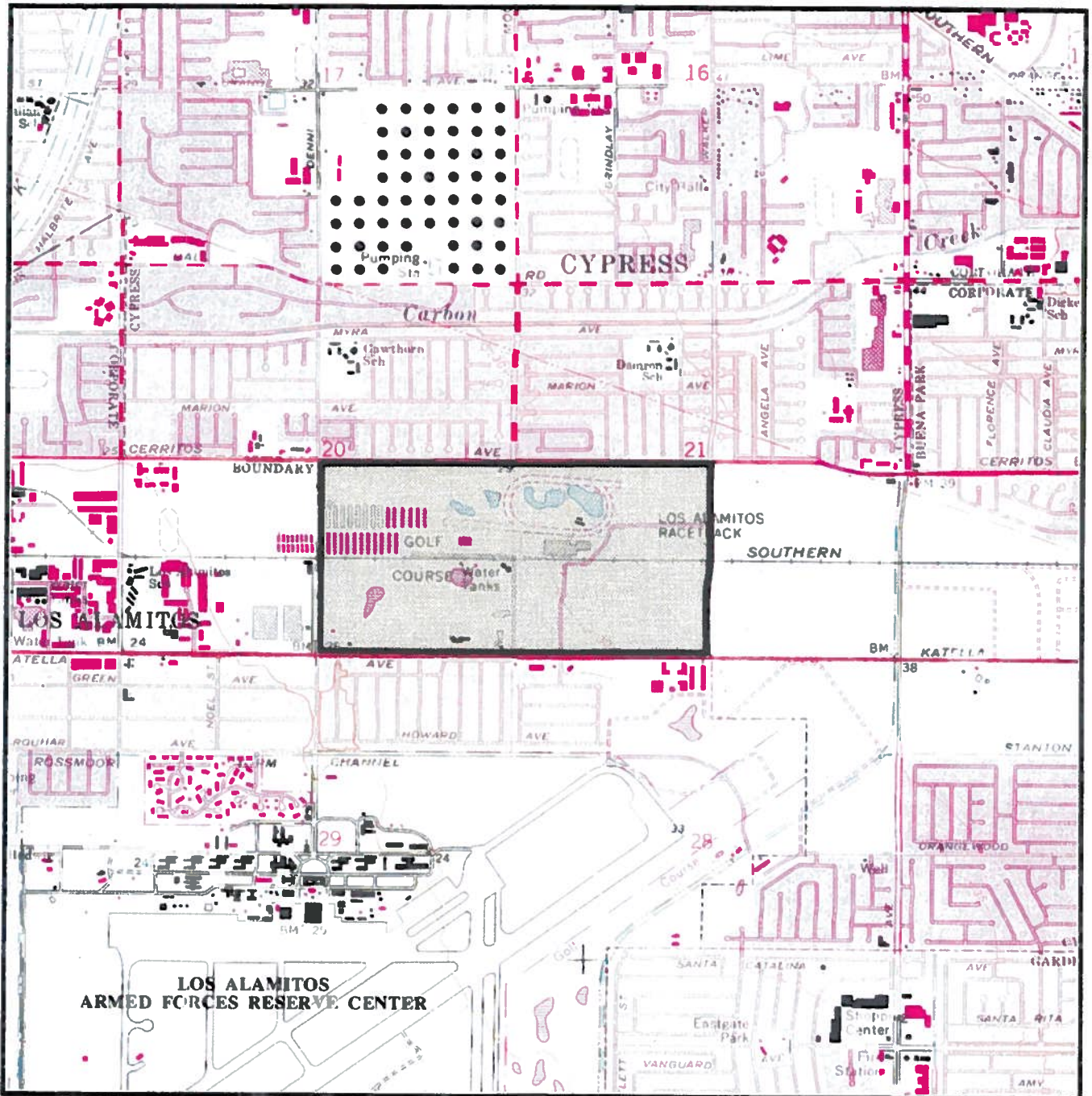


PLANNING AREA LAND USE DESIGNATION	ACRES	BUILDING S.F.
Mixed-Use Business Park and/or General Retail Commercial	8.2	160,736
Mixed-Use Business Park	11.8	230,925
Professional Offices & Hotel and Support Commercial	21.2	544,383
Professional Offices	33.4	873,000
TOTAL	74.6	1,807,744

AREA	ACRES	BUILDING S.F.	AVERAGE DENSITY
1	35.7	Golf Course	-
2	8.2	160,736	.45
3	7.7	150,895	.45
4	4.1	88,000	.50
5	33.4	873,000	.80
6	21.2	544,383	.80
7	87.9	Golf Course	-
8	130.0	Race Track	-
TOTAL	288.2	1,807,744	

CYPRESS BUSINESS & PROFESSIONAL CENTER

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Project Site



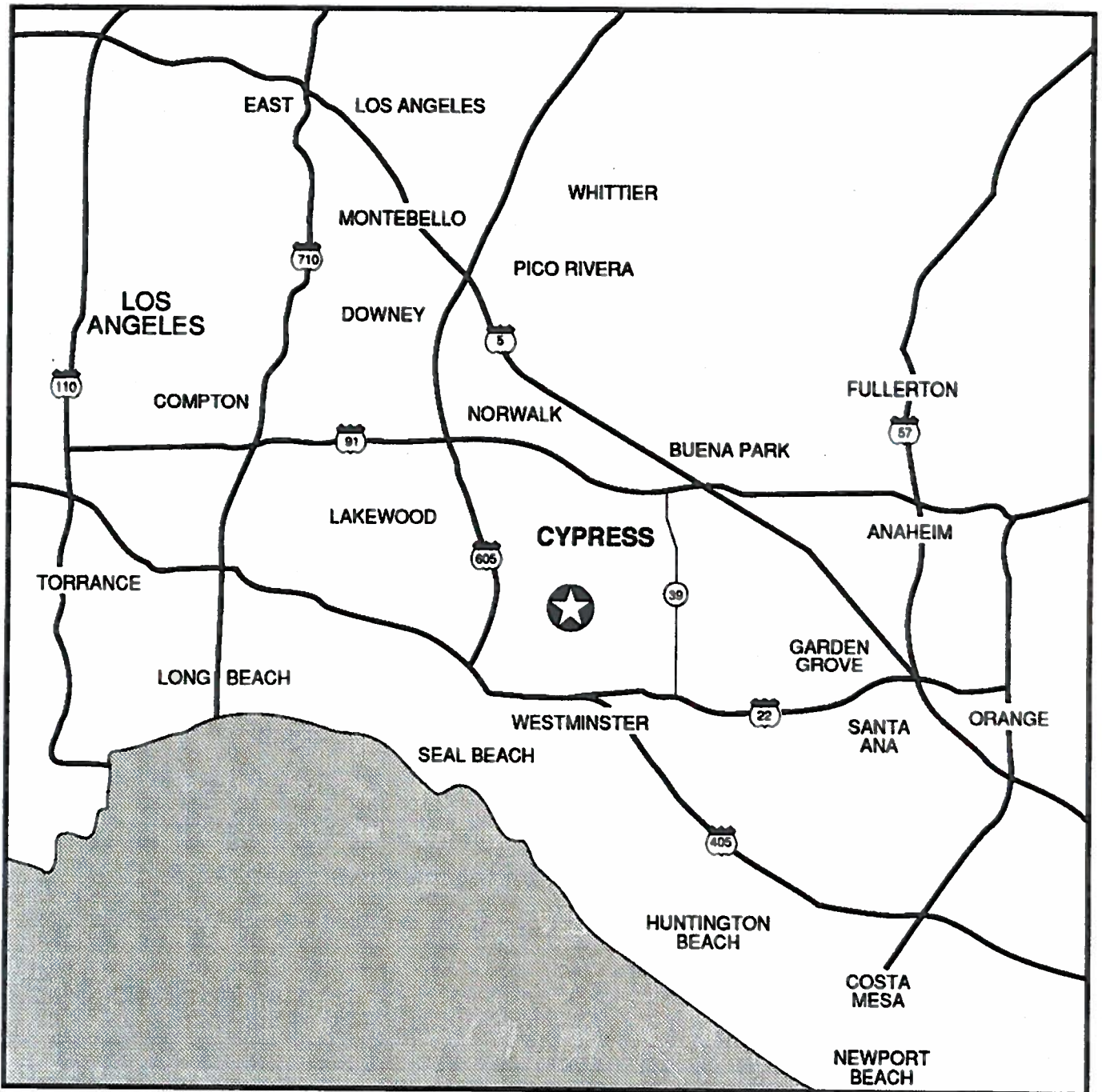
Robert Beir, William Frost & Associates
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Site Vicinity Map

Exhibit 2

CYPRESS BUSINESS & PROFESSIONAL CENTER

— CITY OF CYPRESS —



 Project Site

 0 Approx. 4 Miles

 Robert Bein, William Post & Associates
2/90 JN 026008-2830

Regional Vicinity Map

Exhibit 3

with this Specific Plan, the application shall not be approved until such time as additional environmental impacts, if any, are identified, analyzed, and the appropriate level of environmental review is complete.

In accordance with Measure D, this amended and restated Specific Plan will be submitted to the voters of the City of Cypress in a ballot initiative. If the voters approve that initiative, then notwithstanding anything to the contrary in this Section, no environment review under CEQA is required in connection with this amended and restated Specific Plan. 14 Cal. Code Regs. § 15378(b)(3).

E. AUTHORITY AND SCOPE

Cities are authorized by the California Government Code to adopt specific plans under Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Specific plans may be adopted as policies by resolution or as regulations by ordinance.

Due to the enactment of Measure D, (referred to in the Project Background Section), a General Plan Amendment and Zone Change were required in 1990 in order to make the Original Specific Plan consistent with the zoning and General Plan land use designations for the property. As a result, the Original Specific Plan became effective when the General Plan Amendment and Zone Change were approved by the voters on April 24, 1990. The City Council took action on the Subsequent Environmental Impact Report for the Original Specific Plan prior to its consideration of the Original Specific Plan.

This Specific Plan is a regulatory plan which will constitute, in part the zoning for the subject property. Development plans or agreements, tract or parcel maps, precise development plans or any action requiring ministerial or discretionary approval on this property must be consistent with the Specific Plan. Actions deemed to be consistent with this Specific Plan will be judged to be consistent with the Cypress General Plan, as is mandated in Section 65454 of the California Government Code. Statements demonstrating General Plan consistency with the proposed development program are included in the Appendices of this document.

III. Development Plan

III. DEVELOPMENT PLAN

A. DEVELOPMENT CONCEPT

The primary purpose of this Specific Plan is to serve as a planning tool that implements the physical and economic development of the project area. This Specific Plan will serve to regulate new development and provide review mechanisms for implementation. The Development Concept was originally prepared by Langdon-Wilson Architects and Planners in 1990. For purposes of this amended and restated Specific Plan, the land use plan has been modified to add a new planning area (Planning Area 9), which is discussed throughout this document.

This Specific Plan responds to a multiplicity of City-wide concerns. Those concerns are substantially addressed in the original Cypress Plaza Environmental Impact Report (September 22, 1986), the Cypress Downs Supplemental EIR, and the 1990 Cypress Business and Professional Center Subsequent Environmental Impact Report. The following concepts are to be implemented pursuant to this Specific Plan:

1. The creation of high-quality commercial and senior housing development that will significantly enhance the employment and revenue base of the City.
2. The establishment of land uses in a manner sensitive to the race track as well as overall community requirements.
3. The achievement of a continuity in design and a sense of identity within the Specific Plan area.
4. The provision of a circulation system designed to facilitate commercial and senior housing and related "continuum of care" uses.
5. The ability to be responsive to the market economy by allowing flexibility of land uses.
6. The retention of the existing race track.

These ideas, along with responsiveness to the land use issues, provide the basis for this Specific Plan.

B. GOALS, OBJECTIVES AND POLICIES

The following section contains a reiteration of the land use issues for the Specific Plan area with a statement of the goals, objectives and policies to guide the development of the planning areas.

1. Overall Concept

ISSUE:

What basic land use concept should guide development?

GOAL:

To achieve the best possible land use for the Specific Plan area with emphasis on employment generation, economic growth, and generation of revenues to the City, and providing senior housing through a "continuum of care" approach, while retaining the race track use on-site.

OBJECTIVES:

- 1.1 Achieve project designs consistent with this Specific Plan and adjacent Cypress Business Park uses.
- 1.2 Promote a commercial environment that balances quality development with economic growth while also providing for some semi-public uses.

- 1.3 Build flexibility into the development concept to allow response to market demand.
- 1.4 Design the plan with flexible land use designations and site development standards to attract firms with medium to large site requirements.
- 1.5 Ensure harmony among surrounding residential and commercial uses.
- 1.6 Promote senior housing and related "continuum of care" facilities consistent with current demographic trends.

POLICIES:

1. Encourage primarily employment generating business park and other commercial uses in the Specific Plan area and senior housing and related "continuum of care" facilities in Planning Area 9.
2. Encourage revenue generating uses (i.e., retail sales).
3. Utilize site plan review as a means of authorizing the maximum and best use of each parcel of land allowed by this Specific Plan.
4. Develop standards for building setbacks, heights, and landscape treatments to maximize compatibility with adjacent uses.

2. Uses

ISSUE:

What uses should be allowed and which should be prohibited in the development area?

GOAL:

Allow a wide range of uses in the development area that achieve compatibility, reflect the needs of the community and are marketable.

OBJECTIVES:

- 2.1 Establishment of zoning provisions with development standards that lead to efficient use of available space.
- 2.2 Establishment of uses which are compatible with contemporary commercial and senior housing requirements for a wide range of uses.
- 2.3 Achievement of site development standards and responsiveness to guidelines which define and provide for a high level of quality.
- 2.4 Avoid unsightly uses which would be an impediment to other development within the Specific Plan area.
- 2.5 Establishment of zoning standards which ensure the continuation of public/semi public uses in the race track area of the site (Planning Area 8) and northern portion of the former Golf Course (Planning Area 1), while allowing the development of mixed-use commercial uses and senior housing and related "continuum of care" uses in the undeveloped southern portion of the former Golf Course that was previously part of Planning Area 7 in the Original Specific Plan and is now part of Planning Area 9 in this amended and restated Specific Plan.

POLICIES:

1. Include responsiveness to design guidelines as a major consideration in site plan review and approval.
2. Approve uses which can be contained in contemporary industrial buildings without unsightly outside storage.
3. Provide thorough site plan review of proposed projects.

3. Parcel Size

ISSUE:

What are the appropriate parcel sizes to be encouraged/allowed?

GOAL:

To achieve efficient parcel sizes and lot relationships.

OBJECTIVES:

- 3.1 Establish site development regulations which lead to site plan coordination and efficient parcelization.
- 3.2 Encourage subdivision activity which will provide large and medium sized building areas.
- 3.3 Achieve a range of parcel sizes to accommodate the mix of uses proposed in the plan.
- 3.4 Provide building clusters to promote a planned commercial uses and senior housing and related "continuum of care" facilities.

POLICIES:

1. Proposed tentative tract or parcel maps and/or conditional use permit applications for subdivisions must be accompanied by a site plan in order to be processed.
2. Encourage clustering of buildings on large parcels.

4. Race Track

ISSUE:

How can development be integrated with the race track activities?

GOAL:

Achieve integration of the race track and future on-site and adjacent commercial and senior housing development, while minimizing conflicts.

OBJECTIVES:

- 4.1 Achieve coordinated planning and development along the common boundary between the race track and the commercial, senior housing, and public/semi-public areas.
- 4.2 Retain a view corridor to the race track from Katella Avenue.
- 4.3 Develop Planning Area 9 with mixed-use commercial and senior housing uses.

POLICY:

1. Coordinate and encourage development of the Specific Plan area consistent with current and future use of the race track.
2. Encourage the design of projects along the common boundary with the race track to include integrated access.
3. Use the landscape plan to enhance and emphasize race track identity.
4. Space building masses within the planning areas adjacent to Planning Area 8 so as to maintain a view corridor to the race track facility.

5. Visual Quality and Design

ISSUE:

What amount and type of visual and design improvements are appropriate?

GOAL:

To ensure a quality appearance and "identity" for the project area with consistent design and visual improvements.

OBJECTIVES:

- 5.1 Ensure compatible building elevations and materials.
- 5.2 Prohibit outside storage.
- 5.3 Establish unifying, contemporary landscape treatment throughout the area.
- 5.4 Achieve an overall positive identity for the Specific Plan area consistent with the high quality of the adjacent Cypress Business Park.

POLICIES:

1. Require adherence to design guidelines in the Specific Plan area for all development.
2. Require site plan review for each development project within the Specific Plan area.

6. Guidance

ISSUE:

How can development project guidance be provided in both the short and long terms?

GOAL:

To provide consistent development guidance for development phases for the entire Specific Plan area.

OBJECTIVES:

- 6.1 Prevent future incompatibility as new development occurs.
- 6.2 Use design guidelines and site development standards to achieve acceptable quality of future development.

- 6.3 Alleviate potential conflicts between uses.
- 6.4 Use the Subsequent Environmental Impact Report for the Specific Plan area as the basis for efficient and timely processing of development projects.

POLICY:

- 1. Apply policies and design guidelines (provided in this Specific Plan) for site plan review within the Specific Plan area.

7. Public Facilities

ISSUE:

What public infrastructure improvements are necessary and how can they be financed?

GOAL:

To have adequate facilities for the Specific Plan area.

OBJECTIVE:

To provide and maintain water, sewer, drainage, other utilities and road facilities to adequately serve the land uses which will range in intensity.

POLICIES:

- 1. The developer and its successors will finance all of the infrastructure requirements to facilitate development within the Specific Plan area.
- 2. The developer shall participate in an assessment district or similar process of reimbursement which may be formed as a means of assuring fulfillment of complete infrastructure requirements and their perpetual maintenance within the Specific Plan area.
- 3. All of the infrastructure requirements will be direct developer costs as conditions of development approval. The infrastructure improvements shall be constructed by the developer commensurate with the phasing plan and as determined necessary by the Director of Public Works as a condition of continued development of the Specific Plan area. The payment for infrastructure requirements and their construction will be by the developer, unless other means are provided for as approved by the City.
- 4. The developer shall participate on a pro rata basis to defray the cost of regional improvements allocated to the Cypress Business Park. The traffic impact fee discussed in Chapter 5, Article VIII of the Cypress Municipal Code has been established for this purpose.
- 5. In response to conditions conducive to redevelopment of the Specific Plan area, the City of Cypress and the Cypress Redevelopment Agency have formed a redevelopment project area that includes the Specific Plan area and developed a redevelopment plan for the Specific Plan area. The goal of this plan is to provide a supplemental funding source for a coordinated improvement of the area. As an example, the Redevelopment Agency may decide to use some of this revenue in lieu of or instead of developer funds for infrastructure and similar improvements, such as utility undergrounding.

C. PUBLIC FACILITIES

The utilities and services concepts were prepared by the civil engineering firm of Fuscoe, Williams, Lindgren and Short. The following is a brief description of the concepts. It should be noted that detailed improvement plans will be developed in conjunction with specific site design plans, however, some facilities (particularly drainage) must be considered as to their need over the entire Specific Plan area. Construction of such area-wide facilities, if not commenced with initial phases of development, must be comprehensively planned for implementation at specific stages of development.

1. Sewer System Concept

The City of Cypress will be responsible for reviewing and approving the collection of wastewater within the project area, and the County Sanitation Districts of Orange County (CSDOC) will be responsible for wastewater treatment. Existing sewer lines consist of a 30-inch CSDOC regional sub-trunk in Lexington Drive which flows west along Katella Avenue, and an 18 -21-inch City sewer which connects to the CSDOC facility at the intersection of Katella Avenue and Lexington Drive. Adjacent trunk sewer lines are shown on the Sewer System Concept (Exhibit 4).

As the Sewer System Concept (Exhibit 4) indicates, the project will be connecting to the existing trunk sewer and expanding service to those areas which are presently undeveloped. This exhibit also indicates the existing and proposed wastewater collection facilities. Preliminary estimates show adequate capacity for the proposed project's sewerage requirements. The precise size and location of the proposed on-site and off-site wastewater collection system will be determined during detailed levels of project design and are subject to the provisions of the site plan review procedure based on the specific needs of the study area. New collection lines in Walker Street and Katella Avenue will be dedicated to the City after construction and acceptance.

2. Water System Concept

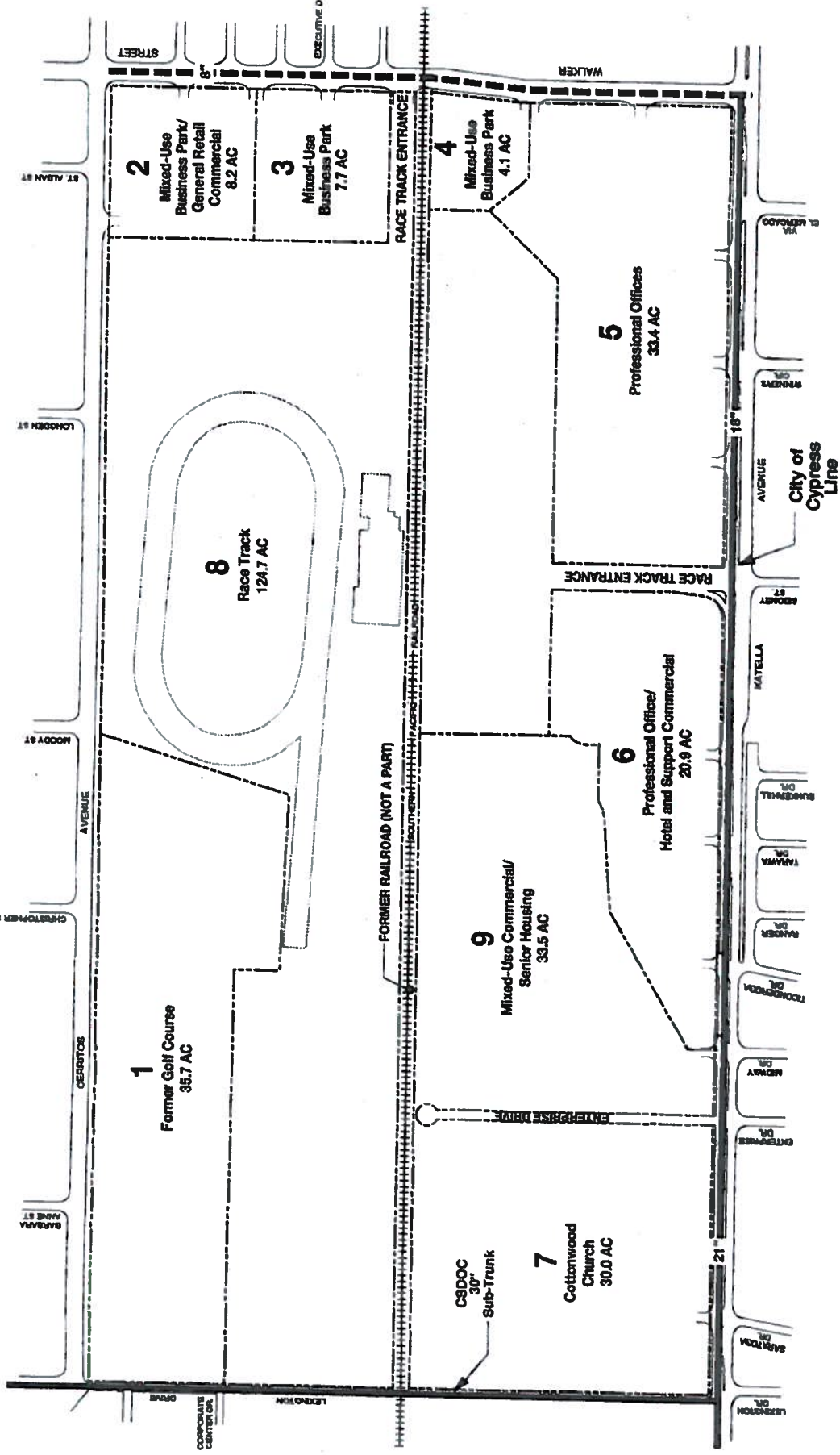
An extensive network of water lines currently serves the existing developments that adjoin and surround the project site. The existing race track and project site are also served by this existing water system. Golden State Water Company is the water purveyor. An extension of this existing system will be required to serve new development areas within the project site. Additional water lines of 10-inch diameter are anticipated in order to adequately provide domestic water service and fire protection requirements imposed by the proposed additional development. The Domestic Water System Concept (Exhibit 5) depicts the existing and future water systems. Preliminary estimates show that adequate water pressures and volumes exist for the proposed project. The ultimate location and sizes of the future water lines could vary from that shown on the Domestic Water System Concept (Exhibit 5). Precise water system requirements will be determined during detailed levels of project design and are subject to the provisions of site plan review by the City of Cypress and the Southern California Water Company. Water mains will be dedicated to the water company after construction and acceptance.

3. Other Utilities

The Specific Plan area is located within the service areas of the Southern California Gas Company (natural gas), Southern California Edison Company (electricity), and AT&T (telephone). The existing utility network can be expanded to meet the future demands of the project. The specific design and sizing requirements of necessary improvements and/or additions will be determined as part of the Site Plan Review procedures. Future utility line additions will be placed underground in public streets and easements as will existing overhead power, Cable TV and telephone lines along Walker Street and Katella Avenue (including former Golf Course frontage). Developer shall also make a cash deposit for its share of future costs for undergrounding any telephone lines, cable television lines, and electrical

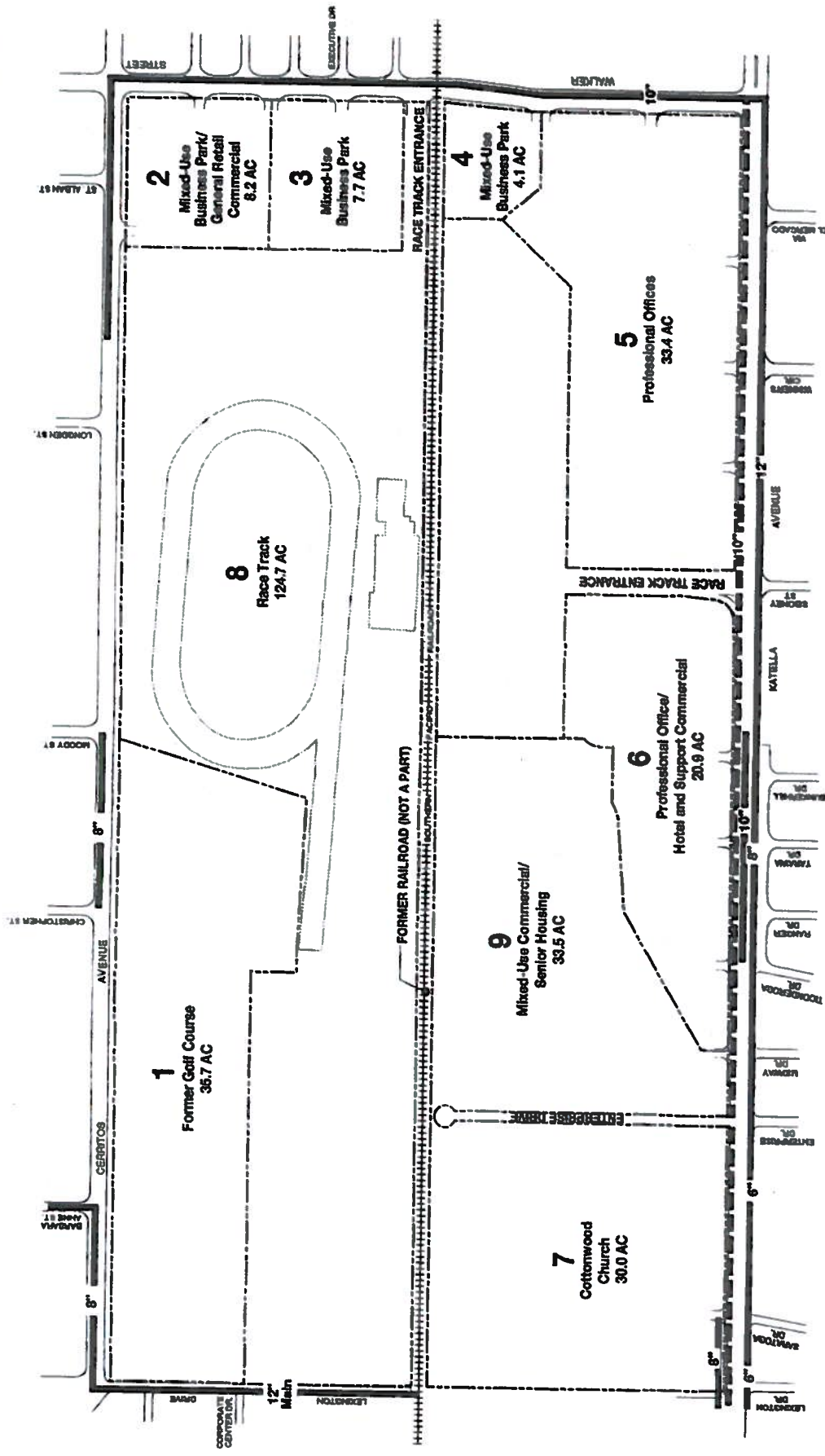
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CITY OF CYPRESS



Existing Water

 Proposed Water

 0 500'

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lines (except those described in Cypress Municipal Code Section 25-32(a) along Cerritos Avenue adjacent to Planning Area 2. The developer will not be required to relocate underground the existing Edison transmission lines (66KV) on Cerritos Avenue.

4. Storm Drain Concept Plan

The Orange County Flood Control District (OCFCD) maintains regional storm channels for offsite areas; the City of Cypress maintains local storm drains in the project vicinity.

Discussions with the Orange County Flood Control District staff indicate that the flood control systems around the project area were not designed to accept drainage runoff from the Los Alamitos Race Track as a business park.

Consequently, the existing drainage systems surrounding this area are inadequate to serve the site as envisioned in the Specific Plan. Therefore, substantial offsite improvements would be required to serve this property if direct discharge of surface water were to occur from the developed site. Additionally, the County of Orange will need to be involved with the review and approval of any offsite design and construction. Four drainage alternatives were investigated.

Alternative A: Tie in to Bolsa Chica Channel

The existing topography of the project site tends to drain westerly. By tying into the Bolsa Chica Channel (which is to the southeast,) a series of onsite retention basin and pumps would be required (Exhibit 6a). The alignment of the proposed drainage system leaving the subject property would pass through Army, City of Los Alamitos, and private properties, from which easements would need to be obtained.

An alignment on the east side of Walker Street storm drain was considered but is not possible due to physical limitations (numerous pipeline crossings.) The proposed pipeline alignment traverses El Mercado southerly until it intersects the Bolsa Chica Channel. Tunneling may be required as the pipe crosses Katella Avenue and the existing Army Air Station runway.

Alternative B: Tie-in to Rossmoor Channel

The flowline elevation of the existing Rossmoor Channel is such that if all the drainage runoff from the project site were to discharge via one pipe, this pipe's grade would have to be very flat and very large (96-inch diameter) to accommodate the flow.

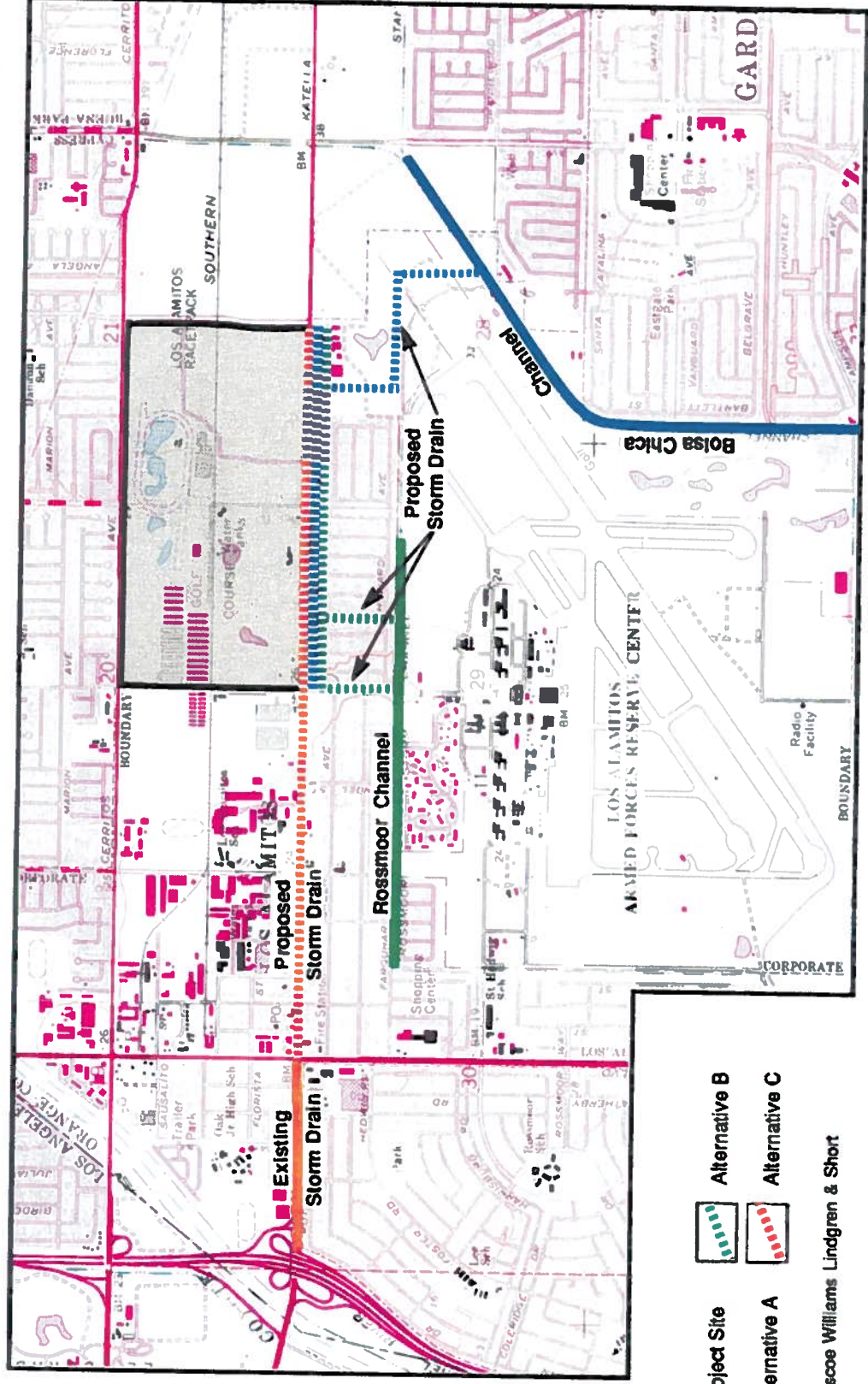
Therefore, it is proposed under this alternative, that the storm water would be divided into two separate systems; one along Lexington Drive, and the other along Enterprise Drive, both proceeding southerly to the Rossmoor Channel (Exhibit 6a). Although the length of pipe required for this alternative is the least of all the alternatives, the Rossmoor Channel would require substantial additional improvements. Approximately 1.5 miles of the channel is currently an open earth channel and would need to be lined with concrete. Furthermore, an additional one mile would need capacity upgrading (even though it is presently concrete-lined,) and items such as pipe inlets and street crossings would need major modifications to contain the proposed additional runoff.



Alternative C: Katella Avenue Storm Drain

This alternative proposes the construction of a 48-inch diameter pipeline parallel to that which exists in Katella Avenue and tying into an existing 12' x 8' box culvert at Los Alamitos Boulevard (Exhibit 6a). The major problem with this alternative is that construction would be occurring within a major street. The pipeline alignment would need to be carefully planned to minimize downtime due to traffic and utility crossings.

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-  Project Site
-  Alternative A
-  Alternative B
-  Alternative C

Source: Fuscoe Williams Lindgren & Short



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Offsite Drainage Alternatives A-C

Exhibit 6A

Alternative D: Onsite Retention Basin

The last drainage alternative investigated is to contain the storm runoff via one or more retention basins with no offsite improvements anticipated. The exact design criteria, locations, and sizes of retention lakes, sizes of pipelines and pumping facilities, and public easements for these facilities would be determined to the satisfaction of the City Engineer prior to acceptance of the first tentative tract map submitted for the site as being complete by the City Planning Department.

The perpetual maintenance and operation of this type of drainage system for the site would be of public safety concern and by necessity be the responsibility of a public maintenance district, or equivalent benefit assessment district. The On-Site Storm Drain System Concept (Exhibit 6b) for the project reflects the required level of protection from flooding. The proposed development area would be divided into four drainage sub-areas as follows:

The first sub-area is the northwest quadrant of the project, which comprises the northern portion of the former golf course and existing horse barns. The second sub-area is along the east edge of the project adjacent to Walker Street. Sub-area 3 is the southwest quadrant and includes Planning Areas 7 and 9. Finally, Sub-area 4 covers the existing race track, parking areas, and the proposed development at the southerly edge of the site adjacent to Katella Avenue.

Sub-area 1 would drain (as it does now) into existing ponds, which will be renovated, and eventually into Henrietta and Denni Streets. Sub-area 2 would drain directly into an existing system in Walker Street. Both systems are expected to have capacity for these runoff areas for a 10-year flow.

Sub-areas 3 and 4 would be arranged to collect onsite runoff into retention basin located within Planning Areas 7 and 9 (the former golf course area), where it would be held until the peak flow passes. It would then discharge via gravity flow to the existing 48-inch storm drain in Katella Avenue. Sub-area 4 would collect runoff into at least two (2) low points from which the water would be pumped into the golf course basins. The precise size, volume, and location of the proposed retention basins and new connector storm drain system would be dependent on the alignment of proposed open space and verification of actual ground water depths. This would be determined during detailed levels of project design and are subject to City of Cypress site plan approvals.

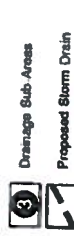
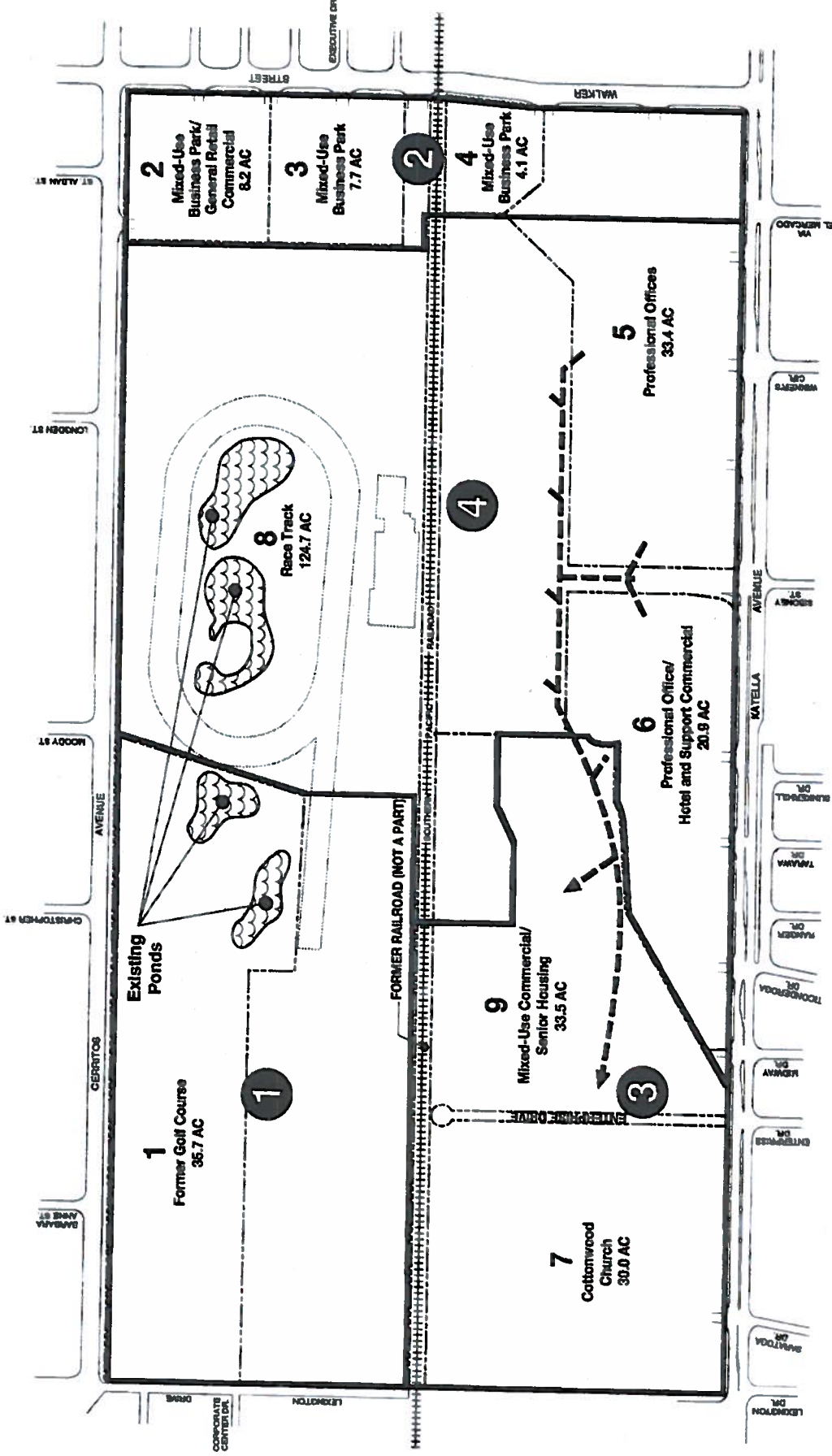
Because of the widely diversified land uses proposed in this Specific Plan, a combination of drainage systems may be appropriate and will be determined during the site development planning stage. The developer must obtain approval from the City Engineer for the alternative selected.

Alternative E: Low Impact Development Approach

This alternative involves the use of low impact development (LID) principles to manage storm runoff. The applicable development parcel in the Specific Plan area would be graded and landscaped to reduce the volume of storm water that flows off the Specific Plan area and enters the City storm drain system. This approach would reduce post-development impacts on hydrology and improve the quality of runoff that discharges to the City storm drain system. To the extent possible, this approach would maximize onsite storage of storm water flows and promote infiltration at various locations within the Specific Plan area. Rain that falls on the Specific Plan area would be managed onsite through the use of porous pavements, grassed swales, bioretention swales, filter/buffer strips, and other landscaping features that function to hold and infiltrate rainwater. If further reductions in offsite storm water discharges are necessary, other approaches to infiltrate runoff into the subsurface may be utilized, including dry wells, French drains, gravel-filled infiltration pits, and infiltration galleries. The LID alternative would minimize use of hard surfaces, concrete curbs, gutters, and other similar conveyances.

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Onsite Storm Drain System Concept (Alternative D)

Exhibit 6B

This alternative may be used in conjunction with onsite retention ponds or subsurface storage vaults to store runoff on a temporary basis until after the rain event abates and sufficient capacity is available within the City's storm drain system to allow for discharge from the Specific Plan area. The onsite retention ponds or subsurface storage vaults may be centralized such that multiple development parcels share the same storage systems, or they may be stand alone and parcel-specific.

IV. Circulation Plan

IV. CIRCULATION PLAN

A. GOALS, OBJECTIVES AND POLICIES

The following statements represent the basic goals and objectives from which the circulation plan was derived. The circulation plan was developed by Langdon-Wilson in conjunction with the traffic engineers, Basmaciyani-Darnell, Inc.

1. Overall Concept

ISSUE:

What basic circulation backbone system should be established?

GOALS:

To provide an efficient circulation system which will reduce project related traffic impacts on Katella Avenue, Walker Street, Denni Street and Cerritos Avenue.

To ensure that the project's circulation system is an integral component of the City's overall circulation plan.

OBJECTIVES:

- 1.1 Plan an internal system which considers safety features, economy of construction, convenience and economy of use in its design.
- 1.2 Maintain existing overall levels of service.
- 1.3 Complete the arterial street system serving the Specific Plan area and provide additional arterial street widening as necessary to accommodate access points from internal private streets and driveway connections.

POLICIES:

1. Internal business park private streets shall be constructed ahead of, or concurrent with, development.
2. Access driveway connections to arterial highways shall be aligned with major access points of adjacent developments.
3. Direct access to arterial streets shall be commensurate with land use policies (See Section III, Development Plan).

2. Parking

ISSUE:

How much parking and loading are required and how should the necessary facilities be provided?

GOAL:

To ensure adequate parking and loading facilities.

OBJECTIVES:

- 2.1 Adequate employee parking shall be provided near the place of employment.
- 2.2 Adequate customer/employee parking shall be provided on-site.

- 2.3 Convenient on-site loading bays which do not cause safety or access problems shall be provided.
- 2.4 Adequate onsite parking shall be provided for the race track as per required parking standards in this Specific Plan and if onsite parking becomes inadequate, modifications will be made to provide additional parking needed on the race track parcel subject to a Conditional Use Permit if a parking structure is used.

POLICIES:

1. Consolidated parking in new development which does not conflict with parking dedicated to race track activities shall be encouraged.
2. Carpooling will be encouraged.
3. The opportunity for coordinated management of parking/ loading areas shall be provided.
4. Bus passenger loading bays shall be located in selected street rights- of-way where sufficient space for shared loading can be safely provided. No other loading bays shall be allowed in street rights-of-way.

B. SITE ACCESS

The traffic and circulation analysis was prepared for the project by the traffic engineering firm of Basmaciyen-Darnell, Inc. The analysis relating to access and circulation serving the site contains the following:

1. Regional highways which provide access to the project include Interstate 605 (the San Gabriel River Freeway), Interstate 405/SR-22 (the San Diego/Garden Grove Freeways), SR-91 (the Artesia Freeway), and SR-39 (Beach Boulevard).
2. Local adjacent arterial highways serving the site are Cerritos Avenue, Walker Street, Katella Avenue, Denni Street/Lexington Avenue and Moody Street.
3. Cerritos Avenue is a primary east-west arterial highway varying between 72 to 84 feet in width. Cerritos Avenue is known as Spring Street in the City of Long Beach, and is a designated truck route through the City of Cypress. Cerritos Avenue also serves as a bike route, providing for a bicycle travel path on the existing sidewalk area.
4. Katella Avenue is a major east-west arterial highway varying from 88 to 104 feet in width.
5. Walker Street, a north-south secondary arterial, has been improved to a 64 foot width north of Cerritos Avenue and 76 feet south of Cerritos Avenue. Walker Street is designated as a truck route. An off-street bike path is also designated for Walker between Cerritos Avenue and Katella Avenue.
6. Moody Street, a north-south primary highway, has been improved to 84 feet north of Cerritos Avenue.
7. Denni Street (also known as Lexington Avenue in the City of Los Alamitos), is a secondary north-south arterial street improved to 76 feet north of Cerritos Avenue. Denni/Lexington Avenue has been improved to a half width between Cerritos Avenue and the Southern Pacific railroad tracks, and is currently discontinuous between the railroad tracks and Katella Avenue. South of Katella Avenue, Lexington Avenue is a local street.

8. Valley View Street, a north-south major arterial, is designated as a truck route through the City and a bicycle route.
9. Los Alamitos Boulevard is a major north-south arterial highway, located west of the project site in the City of Los Alamitos.

A complete list of project traffic mitigation measures is included in this document in Appendix IX.D.

C. CIRCULATION CONCEPT

Circulation for the Specific Plan area has been designed to accommodate the transportation needs of the proposed commercial and senior housing development and the existing race track. The Master Circulation Plan is depicted on Exhibit 7.

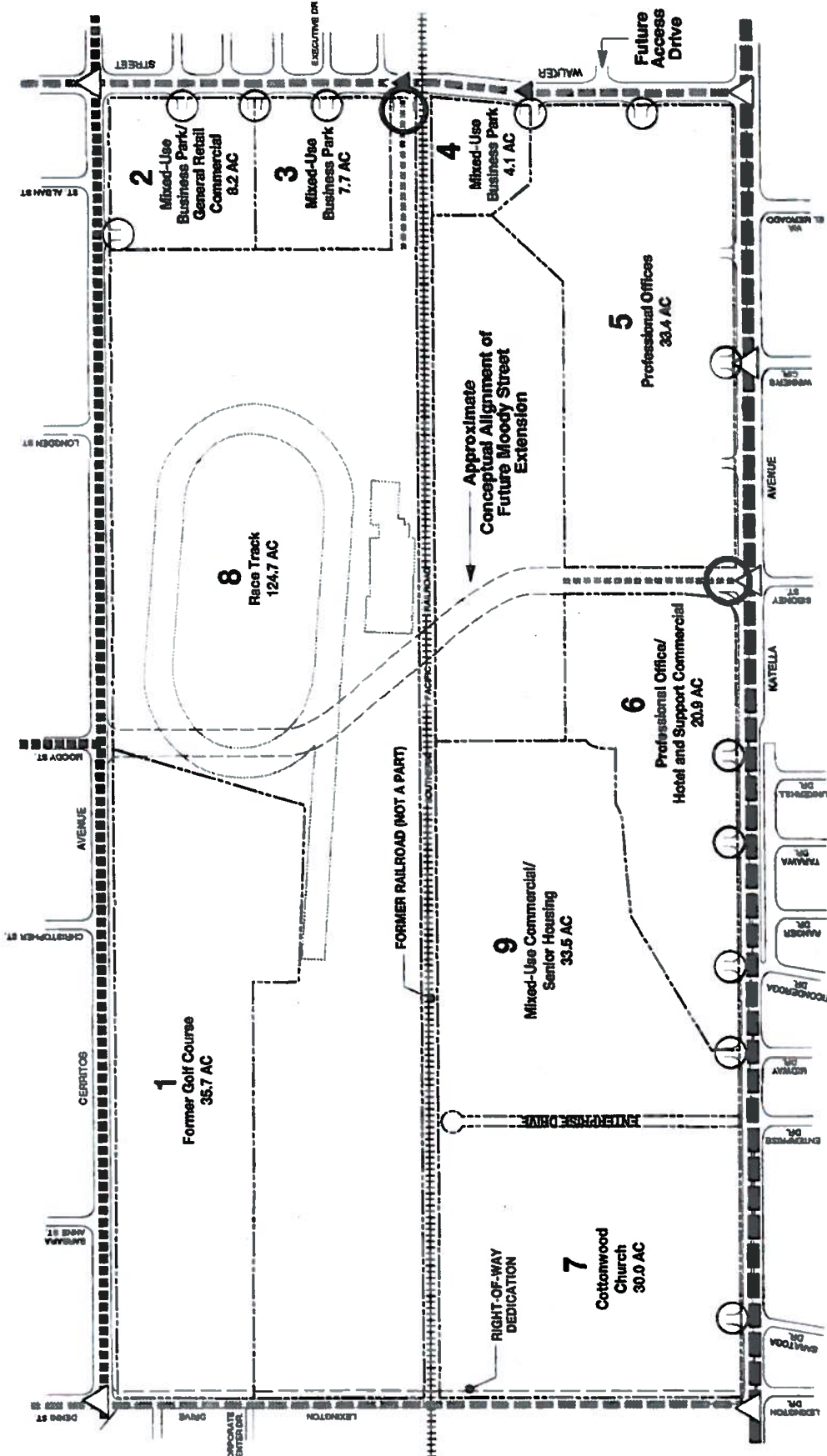
1. Circulation Components

The key elements of the internal circulation system include two roadways which will be shared, with the Los Alamitos Race Track, one on Katella Avenue and one on Walker Street, and several smaller private internal driveways leading from driveways directly to specific buildings and parking lots (see Exhibit 8 and 19). These streets and access points will be concentrated along Katella Avenue, Walker Street, and Cerritos Avenue.

- a. Planning Area 2: Access driveways are planned in three locations, one on Cerritos Avenue and two on Walker Street. The access point on Cerritos Avenue would provide for the full range of traffic movements. An additional access point on Cerritos Avenue will be subject to approval during site plan review by the Design Review Committee. Two access points would be provided on Walker Street. The northernmost would allow only right in and right out movements. The southernmost would allow full movement and would be shared with traffic traveling to/from Planning Area 3.
- b. Planning Area 3: Access driveways are planned in two locations on Walker Street, the northernmost of which would be shared with Planning Area 2. Both of these access points would provide for the full range of traffic movements. The southerly access point would be aligned with existing Executive Drive to the east.
- c. Planning Area 4: An access driveway is planned at one location on Walker Street, south of the Southern Pacific Railroad tracks. This access point would be shared with traffic destined for Planning Area 5 and would allow for the full range of turning movements. A traffic signal would be installed at this location.
- d. Planning Area 5: Access driveways are planned in six locations including the one on Walker Street mentioned above in conjunction with Planning Area 4. One other access point would be located on Walker Street several hundred feet north of Katella Avenue. Only right in and right out traffic would be permitted at this location. Four access points would be located along Katella Avenue west of Walker Street. The most easterly driveway would allow right in and right out traffic only and would be unsignalized. The next driveway to the west would be aligned with Winners Circle Drive. It is currently signalized and would allow for a full range of traffic movement. The next driveway would allow right in/right out traffic only and would be unsignalized. The westernmost driveway would be aligned with Siboney Street which is the main access to Los Alamitos Race Track and would permit the full range of traffic movements. This intersection is currently signalized and would be shared with traffic to/from Planning Area 6.

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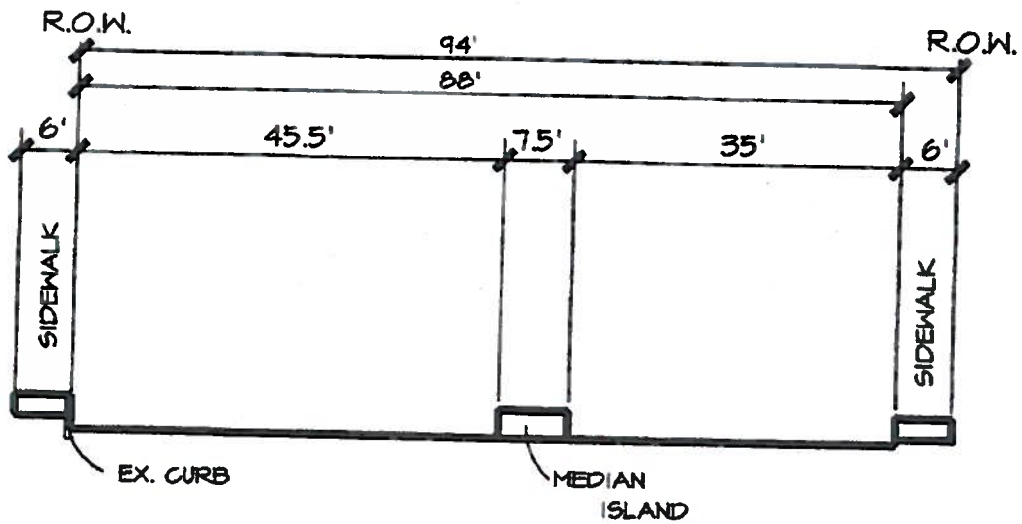


- Existing Traffic Signal
- Proposed Traffic Signal
- Major Entry
- Secondary Ingress / Egress
- Major Arterial
- Primary Arterial
- Secondary Arterial
- Primary Access Road

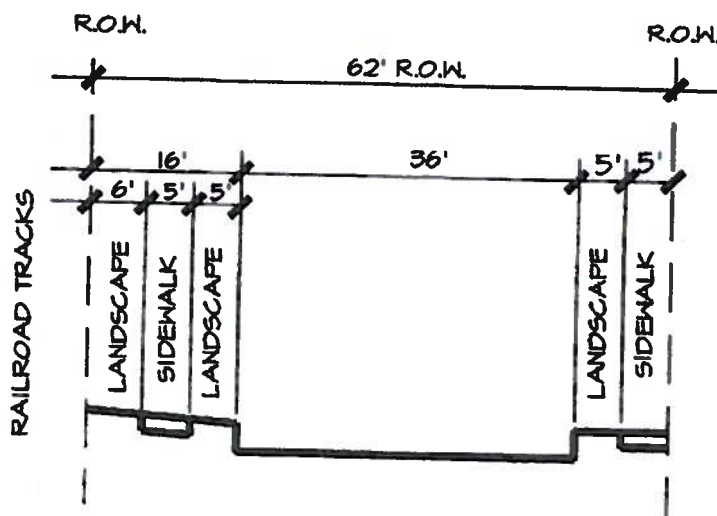


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Siboney Street Entry Road
to Race Track



Vessels Circle Entry Road
to Race Track

Scale: 1" = 20'

Source: Langdon Wilson

Robert Bein, William Frost & Associates

Updated 7/98

JN 10-108347

Per City Council Resolution No. 4994.

Typical Street Cross-Sections

Exhibit 8

- e. Planning Area 6: Access driveways are planned in three locations along Katella Avenue. Major access to/from this area would be via the shared intersection at Siboney Drive. To the west of this location access would be available at an unsignalized driveway which would permit only right in and right out traffic. At the western end of this development area, an unsignalized driveway would be available for right in, right out and left in traffic. Each of these access points is expected to operate satisfactorily.
- f. Planning Area 7 (Cottonwood Church): An access driveway is planned on Katella Avenue immediately east of the intersection with Lexington Drive. This access would be restricted to right in/right out and left in only. In addition, access is provided by Enterprise Drive, located along the eastern boundary of Planning Area 7.
- g. Planning Area 8 (Race Track): The Cypress Business and Professional Center project will share access with the ongoing race track operations. Major race track access will be provided via a street intersecting Katella Avenue at Siboney Street (see Exhibit 8). Additional race track access will be provided via a road intersecting Walker Street immediately north of the Southern Pacific railroad tracks.

Parking for race track events will be provided on-site. If at any time parking proves to be inadequate to accommodate major events, sufficient parking shall be found on the race track parcel, including, if necessary, construction of parking structures upon obtaining any necessary Conditional Use Permits.

- h. Planning Area 9 (Mixed-Use Commercial/Senior Housing): One access driveway is planned that would align with Midway Drive. It is anticipated that this access point would be right in/right out. Left-in access would not be possible with the current median configurations, and left-out of both entryways would be subject to City review as part of the site plan review process. Additional access to and from Planning Area 9 would be provided by Enterprise Drive on the western boundary of Planning Area 9.

2. Circulation Plan General Provisions

- a. No development shall be permitted on parcels without improved street access. For purposes of this standard, a street is a maintained public street or alley or a private street subject to the approval of the City Engineer.
- b. Portions of any lot within any future right-of-way shown on the City's Master Plan of Streets or in this Specific Plan shall not be occupied by structures, other than those encroachments normally permitted in rights-of-way. All other required setbacks, yards and open spaces shall be calculated on the basis of the establishment of the future rights-of-ways; future right-of-way lines shall be considered to be lot lines for purposes of determining such setbacks, yards and open spaces.
- c. Dedication of the right-of-way shown on the City's Master Plan of Streets or in this Specific Plan shall be required as a condition of approval for any development. This requirement may be satisfied for Denni Street by an irrevocable offer to dedicate.
- d. Installation of curbs, gutters, sidewalks, streets and alley paving, street lighting and street trees shall be subject to the provisions of the City's Standard Improvement Plans and this Specific Plan.
- e. All street names within the project area shall be approved, and changed if necessary, by the City of Cypress.

- f. On-street parking on roadways, public or private, shall be prohibited in the project area.
- g. No structures shall be permitted to develop over existing pipeline, power line, drainage, transmission line or other similar easements, except where these facilities have been abandoned and easements vacated.
- h. Upon the termination of the golf course use in Planning Areas 1 and 7 the redeveloper of the areas shall pay for and construct half width improvements on Denni Street between Cerritos Avenue and Katella Avenue, but only to the extent such improvements have not previously been constructed.
- i. Bus turnouts and passenger waiting areas shall be provided at bus stops as determined necessary by the City Engineer.

3. Future Site Development

If Planning Area 8 were to be redeveloped in the future to other than race track uses, an access and circulation system would be necessary. An extension of Moody Street to serve these needs is a feasible concept and is delineated in this Specific Plan to facilitate future construction if such is determined necessary and desirable.

D. TRANSPORTATION SYSTEMS MANAGEMENT

There are several methods which are encouraged to alleviate vehicular congestion. Within the project area, private driveways are encouraged to connect adjoining developments to help reduce traffic. Common drives should be utilized with the recordation of easements to guarantee common access and maintenance. Larger sized parcels (5 acres or greater) may contain separate access for reasons of security and convenience so long as access to adjacent parcels is not impaired.

Bus stops will be located at strategic locations on the perimeter of the site to reinforce public access and mitigate peak traffic flows. They will be designed to avoid blockage of through traffic by means of turnouts. Specifications, number and location will be in accordance with agreements between the City of Cypress and the Orange County Transit Authority.

In addition, the developer shall acknowledge the City's policies regarding the effects on City services of land developments. The developer shall also participate in the City's traffic impact fee assessment, as required by Chapter 5, Article VIII of the Cypress Municipal Code.

The traffic impact fee shall be payable in cash, at the time of issuance of each building permit for the subject development (as required by Chapter 5, Article VIII of the Cypress Municipal Code adjusted for inflation) or such other amount as may be in effect at the time of issuance of the building permit.

In addition, the following conditions shall apply:

1. Transportation Systems Management (TSM) measures shall be encouraged for all developments in the Business Park. The developer shall participate in the TSM plan adopted by the City for the Business Park and shall participate in a Transportation Management Association (TMA) formed by landowners in the Business Park with the assistance of the City and its consultants.
2. The developer waives for himself, his successors and assigns the right to protest the formation of an assessment district, major thoroughfare benefit district or other financing district deemed necessary or appropriate by the City to facilitate the imposition and collection of traffic impact mitigation improvement fees or otherwise finance the construction of the traffic impact mitigation improvements. Such improvements shall include, but not be limited to, arterial street widenings, traffic signal system modifications, grade separation structures or other major intersection improvements.

3. In the event that the formation of an assessment district, major thoroughfare benefit district or other financing district as contemplated above does occur, the assessment shall, at the City's discretion, be pro rata within the assessment/benefit area (area of benefit and method of spreading the assessment to be determined by the City at its discretion), based upon gross floor area of the entire Business Park (completed or potential), less commercial/retail areas. The area of benefit and method of spreading the assessment will be determined by the City at its discretion and in accordance with applicable laws and regulations.
4. The developer shall participate in Transportation Systems Management (TSM) programs on an equivalent basis with all other City designated participants within the Business Park.

E. PARKING

Off-street parking will be required as set forth in Sections 2.05.050, 2.06.050 and 14 of the Zoning Ordinance, except as otherwise provided below:

1. Planning Areas 2-6 (Business Park)

- a. In computing required parking, any fraction over a whole number shall be computed as a whole.
- b. Parking shall be provided in accordance with Sections 2.06.040 and 14 of the Cypress Zoning Ordinance, except as otherwise provided in this Specific Plan.

No more than forty (40) percent of the required parking spaces in retail commercial areas and no more than thirty (30) percent of the required parking spaces in business park areas, shall be designed for compact cars.

- c. Parking spaces may be located in the following manner:
 - 1) On lot(s) with the building use served.
 - 2) On contiguous lot or lots (for example, shared or reciprocal parking), provided that 1) access is convenient, subject to review of proposed site plans by the Design Review Committee and a Conditional Use Permit approved by the City Council, 2) as specified in Section 14 of the Zoning Ordinance, except as otherwise provided in this Specific Plan, and 3) providing that a legal instrument is recorded to commit the parcel to off-street parking until the City may release the contiguous lots.
 - 3) Within any parking structure and in a conveniently located manner.

2. Planning Area 8 (Race Track)

Developer agrees to provide 6500 parking stalls on Planning Area 8 of the Specific Plan. If at any time it appears 6500 stalls are deemed to be inadequate by either the City or the Developer, the City and Developer shall agree upon a consultant to determine the parking needs including methodology for providing parking and each will pay one half of the cost for such study. If the City Council of Cypress determines based upon such study that additional parking is required and no plan is feasible except construction of a parking structure on the race track site, Developer shall construct such a parking structure on Planning Area 8 to provide the necessary parking. If Developer proposes to remove any existing structures, including barns, to provide such additional parking, City Council approval shall be required.

3. Planning Area 9 (Mixed-Use Commercial/Senior Housing)

Off-street parking for Planning Area 9 shall be provided in accordance with the applicable the applicable requirements in Sections 2.06.050 and 14 of the Zoning Ordinance with respect to the uses described in Section VI.G (Mixed-Use Commercial), below, and the applicable requirements in Sections 2.05.050 and 14 of the Zoning Ordinance with respect to the uses described in Section VI.H (Senior Housing), in each case except as otherwise provided in this Specific Plan. Notwithstanding anything to the contrary in the preceding sentence, the parking requirement for senior housing shall be a total of 1 garage space for each dwelling unit and 1 uncovered guest space for every 20 dwelling units. As an alternative to compliance with the applicable parking requirements in this Specific Plan or the Zoning Ordinance, as applicable, the developer may submit a parking study to the City as part of the site plan review process to demonstrate why and the extent to which the parking requirements for the applicable development project should be different from the applicable parking requirements herein or in the Zoning Ordinance. If the parking study is approved as part of the site plan review process, the parking requirements for such project may differ from the applicable parking requirements herein or in the Zoning Ordinance in accordance with the parking study.

F. LIGHTING

Street lighting on arterial streets surrounding the Specific Plan area shall be served by underground power to Marbelite or equivalent poles. Luminaire spacing, lamp output lumens and other requirements shall be constructed as required by applicable City of Cypress lighting standards. The lighting system in the public right-of-way shall be dedicated to either the City of Cypress or Southern California Edison Company, as determined during project site plan approvals.

V. Development Regulations

V. DEVELOPMENT REGULATIONS

A. INTRODUCTION

These Development Regulations are intended to facilitate implementation of this Specific Plan. The project area is located within the City of Cypress, California. This section will establish the particular standards and land uses for development of the Specific Plan area. Standards and Guidelines are designed to be compatible with the existing land use categories within the City of Cypress. These regulations are in addition to the City's Zoning Ordinance and where there is a conflict, the regulations and provisions provided in this Specific Plan shall prevail. Uses not addressed in the Development Regulations of this Specific Plan shall conform to the applicable City standards for the zone which most closely fits the assigned use of the site.

The regulations provided for in this Specific Plan are designed to guide development within the individual planning areas so as to insure that each individual development project is consistent with the goals and objectives for the entire site. This Specific Plan is designed to be compatible with the development goals of the City of Cypress General Plan.

B. DEFINITIONS

For the purposes of this Specific Plan, the definition sections contained in Section 31 of the Zoning Ordinance shall prevail, except as otherwise provided in this Specific Plan.

C. LAND USE PLAN SUMMARY

The Land Use Plan (Exhibit 1) designates land uses for each of the nine planning areas (plus streets) which comprise the 298.2-acre Specific Plan area. A description of the proposed land use, acreage, building square footage and average density, per planning area is provided in Table 1. A list of acreages per the land uses in the planning areas is provided in Table 2. It is expected that development in Planning Areas 2, 3, 4, 5, 6 and 9 can be developed to the applicable maximum intensity shown on Table 1 and the maximum height provided herein and within the applicable floor area ratio, subject to reasonable conditions imposed during the site plan review process.

**TABLE 1
PLANNING AREA LAND USE SUMMARY**

<u>Planning Area</u>	<u>Land Use</u>	<u>Acres</u>	<u>Building Sq.Ft.*</u>	<u>Average Density</u>
1	Former Golf Course	35.7	-	-
2	Mixed Use Business Park/General Retail Commercial	8.2	160,736	.45
3	Mixed Use Business Park	7.7	150,935	.45
4	Mixed Use Business Park	4.1	89,000	.50
5	Professional Office	33.4	873,000	.60
6	Professional Offices and Hotel and Support Commercial	20.9	546,242	.60
7	Cottonwood Church	30.0	-	-
8	Race Track	124.7	-	-
9	Mixed-Use Commercial/Senior Housing**	33.5	875,556	.60
TOTAL		298.2	2,695,469	-

* Represents maximum square footage to be constructed per Planning Area.

** Senior housing in Planning Area 9 will have a maximum density of 20 du/ac.

- Note: 1) Planning Area building square foot allocations are based upon an overall average density for each area.
2) All acreages are net.

**TABLE 2
GENERAL LAND USE SUMMARY**

<u>Land Use Designation</u>	<u>Acres</u>	<u>Building S.F.</u>	<u>Percent of Total Building S.F.</u>	<u>Percent of Plan Area</u>
Mixed Use Business Park and/or General Retail Commercial	8.2	160,736	5.9%	2%
Mixed Use Business Park	11.8	239,935	8.9%	4%
Professional Office & Hotel and Support Commercial	20.9	546,242	20.3%	7%
Professional Offices	33.4	873,000	32.4%	12%
Former Golf Course	35.7	-	-	12%
Race Track	124.7	-	-	42%
Cottonwood Church	30.0	-	-	10%
Mixed-Use Commercial/Senior Housing	33.5	875,556	32.5%	11%
TOTAL	298.2	2,695,469	100%	100%

D. GENERAL PROVISIONS

- All construction and development within the Specific Plan area shall comply with applicable provisions of the California Building Code, the California Residential Code and the various related mechanical, electrical, plumbing codes, grading and excavation code and the subdivision codes, as currently adopted by the City Council. In case of a conflict between the specific provisions of any such code and this Specific Plan, the provision which serves to protect safety or building code shall apply and the Director of Community Development and Director of Public Works shall resolve the conflict by written determination in a manner consistent with the goals, objectives and policies of this Specific Plan.
- The setback requirements are as specified. All setbacks shall be determined as the perpendicular distance from the existing or planned street right-of-way line, or property line, to the foundation point of the closest structure.

3. If an issue, condition or situation arises or occurs that is not sufficiently covered or provided for or to be clearly understandable, those regulations of the City Zoning Ordinance that are applicable for the most similar issue, condition or situation shall be used by the Director of Community Development as guidelines to resolve the unclear issue, condition or situation. This provision shall not be used to permit uses or procedures not specifically authorized by this Specific Plan or the City Zoning Ordinance.
4. Any persons, firm or corporation, whether a principal, agent, employee or otherwise, violating any provisions of these regulations shall be made to comply with the City of Cypress Zoning Ordinance and other applicable City Municipal Code Sections.
5. Whenever a use has not specifically been listed as being a permitted use in a particular zone classification within this Specific Plan, it shall be the duty of the Director of Community Development to determine if said use is (1) consistent with the intent of the zone and (2) the said use is compatible with other listed permitted uses. Any person aggrieved by the determination may appeal that decision to the City Council.
6. Automotive vehicles or trailers of any kind or type that have been abandoned (as defined by the Cypress Police Department) shall not be parked or stored on any property within the Specific Plan area unless they are in a completely enclosed building.
7. Non-conforming Uses of Land

Where, at the time of passage of the Original Specific Plan or an amendment thereto, lawful use of land exists which would not be permitted by the regulations imposed by the Original Specific Plan or applicable amendment, such use shall be deemed a non-conforming use (excluding relocation of the race track's major entry sign in conjunction with development of the Cypress Business and Professional Center project's major entry treatment) and may be continued so long as it remains otherwise lawful, provided:

- a. No such non-conforming use shall be enlarged or increased, nor extended to occupy a greater area of land than was occupied at the effective date of adoption or amendment of the Original Specific Plan.
 - b. No such non-conforming use shall be moved in whole or in part to any portion of the lot or parcel other than that occupied by such use at the effective date of adoption or amendment of the Original Specific Plan.
 - c. If any such non-conforming use of land ceases for any reason for a period of more than 180 days, any subsequent use of such land shall conform to the regulations specified by this Specific Plan for the zoning district in which such land is located.
 - d. No additional structure not conforming to the requirements of this Specific Plan shall be erected in connection with such non-conforming use of land.
8. Non-conforming Structures

Where a lawful structure exists at the effective date of adoption or amendment of the Original Specific Plan that could not be built under the terms of these regulations by reason of restrictions on area, height, yards, its location on the lot, or other requirements concerning the structure, shall be deemed a non-conforming

structure and may be continued so long as it remains otherwise lawful, subject to the following provisions:

- a. No such non-conforming structure may be enlarged or altered in a way which increases its non-conformity, but any structure or portion thereof may be altered to decrease or not affect its non-conformity.
 - b. Should such non-conforming structure or non-conforming portion of structure be destroyed by any means to an extent of more than fifty (50) percent of its replacement cost at time of destruction, it shall not be reconstructed except in conformity with the provisions of this Specific Plan.
 - c. Should such structure be moved for any reason for any distance whatever, it shall therefore conform to the regulations for the zoning district in which it is located after it is moved.
9. Transportation Systems Management measures and related traffic impact mitigation assessment fees may be generally applied within non-commercial/retail areas of the Specific Plan area on a pro rata basis with all other areas of the Business Park.
10. Interim Use of Land

As allowed for in Section VI.B.3.o.1, Land Uses, herein, fairgrounds and accessory uses and entertainment uses may be conditionally permitted on an interim basis not to exceed five (5) years. Any approved interim use shall be subject to annual review by the Director of Community Development for formal review and approval by the City Council. At that time, any member of the City Council may request for a majority vote by the City Council for the matter to be set for a public hearing. In the event the interim use extends past five (5) years, the use shall no longer be considered interim and shall require a new conditional use permit. At that time, all development standards, as listed in this Specific Plan, shall be required.

- a. All requests for interim uses shall be evaluated on a case-by-case basis. Initial conformity shall be determined by City Council prior to any formal application submittal.
- b. Due to interim nature of the use, improvements required by this Specific Plan shall be reviewed on a case-by-case basis for each interim proposal. Those offsite and perimeter improvements which are compatible with the ultimate development of the goals, policies, and objectives of this Specific Plan may be phased. Those onsite development standards which would otherwise be required, but are not compatible with the ultimate development of the goals, policies, and objectives of this Specific Plan, may be waived for the period of the interim use. At no time, however, shall improvements which protect public health and safety be waived.
- c. Prior to the implementation of the interim use, a Design Review application must be reviewed and approved for all elements of the use, including but not limited to landscaping, temporary and mobile structures, and signage.
- d. Approval of a conditional use permit for an interim use shall be dependant on the following:
 - 1) Approval of the interim use is in keeping with the goals and policies of the Cypress General Plan.
 - 2) Approval of the interim use will ultimately assist both the City and the property owner to meet the goals and policies of this Specific Plan.

- 3) Approval of the interim use will not compromise nor preclude ultimate achievement of the land use and goals and policies of this Specific Plan.
- 4) The proposed use is compatible with and will not adversely impact existing and surrounding uses.

E. SPECIFIC PLAN SITE- WIDE DEVELOPMENT STANDARDS

1. Front Yard and Street Side Yard Setbacks

All setbacks in the Specific Plan area shall be determined as the perpendicular distance from the existing or planned street right-of-way, or property line, to the foundation point of the closest structure. In addition, the following setback requirements shall apply:

- a. The following setback requirements pertain to Planning Areas 5 and 6 only:
 - 1) All buildings less than or equal to forty-five (45) feet in height shall have a minimum twenty-five (25) foot setback;
 - 2) All buildings greater than forty-five (45) feet in height but less than eighty-five (85) feet in height shall have a minimum one hundred (100) foot setback;
 - 3) All buildings greater than eight-five (85) feet in height shall have a minimum two hundred (200) foot setback; and,
 - 4) No building shall exceed ninety-nine (99) feet in height.
- b. Katella Avenue shall have a minimum front and street side yard building setback of 25 feet. The first 20 feet of the 25- foot building setback, shall be landscaped as per Section VII herein. Cerritos Avenue shall have a minimum 40 foot building setback with the first 20 feet landscaped per Section VII herein.
- c. Adjacent to Cerritos Avenue, all buildings shall have a minimum 40-foot setback. The first 20 feet adjacent to the street must be landscaped.
- d. Along property lines that separate mixed use business park or commercial uses there shall be a setback of five (5) feet, which may be reduced to zero (0) feet, subject to Design Review.
- e. On a major, primary, or secondary highway, or on a local street, front yard and street side yard setbacks shall be measured from back of sidewalk. On local streets if there is no sidewalk, front yard and street side yard setbacks shall be measured from back of curb, otherwise, the front yard and street side yard setbacks shall be measured from back of sidewalk.
- f. The following setback requirements shall pertain to the uses described in Section VI.H (Senior Housing), below, with respect to Planning Area 9:
 - 1) Front: 10 feet
 - 2) Rear: 5 feet
 - 3) Side (interior, each): Single Story – 5 feet; Two Story – 10 feet
 - 4) Street Side: 10 feet

2. Waste Disposal

- a. No waste material or refuse shall be dumped, placed, or allowed to remain on the property outside a permanent structure.
- b. Waste disposal shall be in accordance with all state laws and local codes and ordinances.
- c. Trash areas. All trash areas shall be shielded from view within a building or area enclosed by a solid wall not less than six (6) feet in height. No such area that is part of a commercial development shall be located within one hundred feet (100') of any residential area.

3. Off Street Parking

The requirements for parking within the Specific Plan area shall conform to Sections 2.05.050, 2.06.050 and 14 (Off-Street Parking and Loading) of the Zoning Ordinance, as specified in more detail in Section IV.E, above, and except as otherwise provided herein.

4. Truck and Loading Requirements

- a. Truck and loading facilities are subject to approval at the time of site plan review and shall be subject to the following provisions:
 - 1) Truck loading, rail loading, loading well dock facilities, or doors for such facilities shall not face a public street or residential area, or encroach into the required front and street side yard setbacks.
 - 2) Loading facilities are discouraged from facing residential uses; however, trucking and loading facilities may face a local public street or adjacent residential neighborhood subject to the approval of a Conditional Use Permit application to the City of Cypress Planning Department. Truck and loading facilities are specifically prohibited from facing an arterial roadway.
- b. In reviewing such application, the Planning Division of the Community Development Department shall be governed by the following:
 - 1) Any loading facility shall be set back a minimum of forty feet (40') from the property line.
 - 2) Any loading facility shall be located within a fully enclosed structure, with doors of a color compatible with the main building. Entrances to all loading facilities shall be screened from view.
 - 3) Installation of the loading facility will not create an over-concentration of such facilities on any one street, and the Community Development Department shall endeavor to achieve variations in the street scene.
 - 4) Adequate area shall be provided for the safe operation of trucks in loading areas.
 - 5) Any landscaping which is displaced by construction of loading facilities shall be provided elsewhere, or waived by appropriate authority of the City.
 - 6) Trucking areas shall be adequately paved for the type of operation intended.

5. Landscaping

Landscaping shall be required as provided for in Section VII.D Design Guidelines contained herein.

6. Signs

Signage shall be permitted in accordance with the Design Guidelines Section VII.C contained herein.

7. Fencing

Fences or walls may be located on a portion of the lot as follows:

- a. Fences or walls which do not exceed forty-two inches (42") in height may be located on any portion of the lot.
- b. Subject to site plan review, fences or walls exceeding forty-two inches (42") but not exceeding eight feet (8') in height may be located in the required rear and side yards to the front building line, but may not exceed forty-two inches (42") in height within fifteen feet (15') of the intersection of a driveway and street right-of-way (public or private).
- c. Earth berms and landscaping are encouraged to reduce the apparent height of screen walls.

8. Lighting

- a. Adequate lighting shall be provided for all automobile parking areas, trucking and loading area, and all pedestrian and vehicle access points.
- b. Parking areas shall be lighted. All lighting, interior and exterior, shall be designed and located to minimize power consumption and to confine direct illumination to the premises.

9. Building Materials

All structures erected within the Project area shall conform to the Specific Plan Design Guidelines contained in Section VII herein.

10. Mechanical Equipment

Mechanical equipment placed on any roof such as, but not limited to, air conditioning, heating, ventilating ducts and exhaust shall be screened in a material consistent with the building and screened from view from any abutting street or highway and any abutting residential area. All such mechanical equipment shall be designed as an integral part of the building, and be maintained in a clean and proper condition to prevent a collection of litter and filth and to avoid the emission of unnecessary noise, dust or fumes.

11. Temporary Uses

The following temporary uses may be permitted subject to review and approval of the Director of Community Development, upon filing of a temporary use permit application, plot plan, and payment of fees as determined by resolution of the City Council at least 30 days prior to the event:

- a. Circuses, carnivals, fairs on vacant property only.
- b. Outdoor sale of Christmas trees on vacant property only.

- c. Temporary outdoor exhibits and/or sales of equipment, goods or services, provided there shall be no more than four such displays or sales in a calendar year and that no one display or sale be conducted for a period of more than four consecutive days.
- d. Temporary construction facilities.

12. Limitations Upon Uses

The following limitations shall apply to all uses:

- a. All uses shall be conducted within a completely enclosed building, except for temporary uses as permitted above.
- b. No overnight parking of vehicles other than those used in conjunction with a permitted use.
- c. Storage shall be permitted only within an entirely enclosed structure, and shall be limited to accessory storage of commodities sold or utilized in the conduct of a permitted use on the premises, limited to the rear two-thirds of the property.

13. Environmental Pollution Control

Any permitted use shall be performed or carried out entirely within a building that is designed and constructed so that the enclosed operations and uses do not cause or produce a nuisance to adjacent sites, such as but not limited to the following: radio frequency interference, sound, vibration, electromechanical disturbance, electromagnetic disturbance, radiation, air pollution, dust, emission of toxic or non-toxic odors, or toxic and non-toxic matter. Further, any permitted use shall meet all applicable performance standards specified in Section 10 (Performance Standards) of the Zoning Ordinance that do not conflict with any of the provisions of this Specific Plan.

VI. Land Uses

VI. LAND USES

A. INTRODUCTION

These regulations will serve as the primary mechanisms for implementation of the land uses for this Specific Plan. The regulations set forth in this section will ensure that future development of the Specific Plan area is planned and implemented in a manner consistent with the goals, objectives and policies of this Specific Plan.

The regulations contained herein provide an appropriate amount of flexibility to anticipate future needs and to achieve compatibility between land uses. Principal land use designations for this Specific Plan shall be as follows:

- o Race Track/Former Golf Course
- o Mixed-Use Business Park
- o Professional Office
- o Hotel and Support Commercial
- o General Retail Commercial
- o Mixed-Use Commercial/Senior Housing

The race track (Planning Area 8), the northern section of the former Golf Course was located (Planning Area 1), and the portion of the southern section of the former Golf Course currently owned by Cottonwood Church and now used for religious and educational purposes (Planning Area 7) shall continue to have a zoning designation of PS-1A (Public and Semi-Public). All of the land in Planning Areas 2, 3, 4, 5, 6 and 9 now has a zoning designation of PBP-25A (Planned Business Park).

The locations of the planning areas are shown on Exhibit 1, Land Use Plan.

B. RACE TRACK AND FORMER GOLF COURSE

The permitted and conditionally permitted uses for the race track (Planning Area 8) and the northern section of the former Golf Course (Planning Area 1) are identical to the permitted and conditionally permitted uses in the PS-1A (Public and Semi-Public) zoning district set forth in Section 2.08.030 of the Zoning Ordinance.

1. Purposes

The PS-1A (Public and Semi-Public) zoning district is included in the Zoning Ordinance to permit adequate identification of areas reserved and developed for public uses other than street rights-of-way, to provide for expansion of their operations or change in use, and to identify and preserve areas of historic and community significance for the enjoyment of future generations.

2. Permitted Uses

a. Agricultural uses

- 1) Farms or ranches for orchards, tree crops, field crops, truck gardening, berry and bush crops, flower gardening, and growing of nursery plants. The sale of products raised on the premises shall be permitted.
- 2) Raising of horses, sheep, goats, or cattle; provided, that no animal shall be kept on a site of less than one acre.

b. Accessory uses and structures incidental to permitted or conditional uses

c. Commercial uses incidental, accessory or in conjunction with the above permitted or conditional uses.

- d. Temporary uses.
 - 1) Temporary uses as prescribed in Section 3.17.220 of the Zoning Ordinance.
- e. Satellite dish antennas (Section 16 of the Zoning Ordinance).

3. Uses Permitted Subject to a Conditional Use Permit

- a. Agricultural Uses
 - 1) Keeping of animals except as prescribed in subsection a.2 of this section; dairies and feeding lots.
- b. Agricultural experimental facilities
- c. Animal shelters
- d. Cemeteries, crematories and columbariums, and related facilities
- e. Maintenance yards operated by a public agency
- f. Flood control facilities
- g. Historical landmarks
- h. Horse race tracks
- i. Hospitals
- j. Public buildings and grounds
- k. Public or private nonprofit schools and colleges
- l. Public or private parks, golf courses, golf driving ranges, zoos, swim clubs, and other recreation facilities
- m. Public utility installations
- n. Riding academies or stables
- o. Fairgrounds and accessory uses and entertainment
 - 1) Fairgrounds and accessory uses and entertainment may be approved on an interim basis subject to the requirements prescribed in Section V.10 herein.
- p. Day nurseries and nursery schools
- q. Churches
- r. Clubs and lodges, including YMCA and YWCA, veteran organizations, and other nonprofit group users
- s. Public libraries and museums
- t. Affordable elderly residential developments

4. Property Development Standards

The following regulations shall apply to the site of a permitted or conditional use; these requirements are minimums unless otherwise noted.

a.	Minimum Site area	One acre
b.	Minimum Site width	160 feet
c.	Minimum Site depth	160 feet
d.	Minimum Front yard	30 feet
e.	Minimum Side yard	25 feet
f.	Minimum Rear yard	25 feet
g.	Maximum coverages	40 percent

5. Screening and Landscaping

Screening and landscaping for a conditional use shall be specified in the use permit.

6. Off-Street Parking

Parking shall be provided in accordance with Sections 2.06.050 (Commercial Off-Street Parking Requirements) and 14 (Off-Street Parking and Loading) of the Zoning Ordinance, except as otherwise provided herein.

C. MIXED USE BUSINESS PARK

1. Purpose and Intent

This land use category is intended to accommodate uses involved in research and development, testing activities, development laboratories, compatible light manufacturing and contemporary commercial business with support retail. Other complementary uses include administrative and accessory facilities necessary to serve employees and surrounding properties. The following uses shall be permitted, subject to the approval of a site plan as specified in Section VIII herein. In addition, all uses of the PS zoning as referred to in Section VI.B herein shall be permitted.

2. Permitted Uses

- a. Administrative or executive offices of a business or industrial establishment; such as the following:

- Advertising agencies
- Artist and photographic studios, not including the sale of equipment or supplies
- Clerical and professional offices
- Corporate headquarters
- Employment agencies
- Engineers, architects, planners
- Escrow and real estate companies
- Financial institutions
- Governmental facilities
- Interior Design and Decorating Businesses
- Office and Business Machine Stores
- Political or philanthropic headquarters
- Printing, duplicating and secretarial facilities
- Public utility service offices
- Regional insurance offices
- Telegraph offices
- Travel agencies

- b. Manufacture, processing, blending, and packaging of food and kindred products, such as the following:

- Confectionery products
- Cereal breakfast foods
- Bakery products

Drugs
Beverages (except fermenting and distilling)
Pharmaceuticals
Prepared food specialties
Dehydrated and instant foods
Extracts, spices and dressings and similar products

- c. Manufacture, processing, assembling and packaging of articles, products, or merchandise from previously prepared natural or synthetic materials.
- d. Manufacture, processing, assembling and packaging of precision components and products, such as precision machine shops for products such as:

Radio and television equipment
Business machine equipment
Home appliances
Scientific, optical, medical, dental
Phonography records and prerecorded audiovisual
Measurement and control devices
Sound equipment and supplies, personal accessories, and products of similar character.

- e. Manufacturing, assembly and repairing of products components, devices, equipment, systems and parts such as, but not limited to, the following examples:

Ceramic products, but not including bricks, or building drain, or conduit tile
Communication transmission and reception equipment
Control equipment and systems
Data processing equipment and systems
Electrical appliances
Electronic instruments, devices and components
Glass edging, beveling and silvering
Graphics and art equipment
Guidance equipment and systems
Jewelry, including products from precious, or semi-precious stones, or metals
Medical or dental equipment
Metering instruments
Optical devices, equipment and systems
Photographic equipment and supplies
Radios, phonographs and televisions, including small parts such as coils, tubes, and semiconductors
Scientific and mechanical instruments
Testing equipment (indoors).

3. Uses Permitted Subject to a Conditional Use Permit

Those special uses including but not limited to the following, and as specified in Section 11.1 of the Zoning Code, may be permitted subject to approval of a Conditional Use Permit, in accordance with the aforementioned Section 11.1, provided that any conditional use permit is found to be consistent with the goals and objectives of this Specific Plan.

- a. Warehousing and distribution
- b. Auto Rental Agencies
- c. Catering Establishments

- d. Cocktail lounges and bars (in association with a restaurant)
- e. Health spas, gyms
- f. Parking facilities where fees may or may not be charged
- g. Restaurants
- h. Furniture stores, repair and upholstery
- i. Commercial, trade or vocational schools
- j. Other similar uses which the Planning Director finds to be consistent with the purpose and intent of this chapter, are similar to the listed permitted uses and which would be compatible with these uses, subject to review or appeal to the City Council.

4. Site Development Standards

- a. Minimum Lot Area: The minimum lot area shall be 20,000 square feet in area.
- b. Minimum Lot Depth: No minimum.
- c. Minimum Lot Width: 100 feet along a street frontage.

5. Building Site Coverage

The following shall apply:

- a. Site coverage, defined as the building-ground contact area divided by the total net lot area, shall not exceed 60% if surface parking is provided and 70% with parking structures providing all or part of the parking spaces; and
- b. The maximum Floor Area Ratio (FAR) for each Planning Area, expressed as a proportion of building Gross Floor Area, shall not exceed the density specified on the Land Use Plan (Exhibit 1) and on Table 1; however, the FAR for any individual building may reach a maximum of 1.0 FAR. Floor area devoted to parking within a building shall not be considered in determining the total floor area allowed.

6. Building Heights

Maximum building height shall not exceed 50 feet excluding any roof-mounted equipment and/or architectural details. In Planning Area 2, the maximum building height shall be 40 feet. Ultimately, building heights shall be subject to City design review and the review and determination of Federal Aviation Administration, under Part 77 of the Federal Aviation Regulations, which evaluates development projects in the vicinity of the Los Alamitos Armed Forces Reserve Center. As a result of these reviews, the permitted building height may be reduced. No buildings will be allowed which penetrate the imaginary surfaces pertaining to hazards or obstructions, per FAR Part 77 and other applicable FAA standards, such as the Terminal Instrument Procedures (TERPS). Roof top mechanical equipment and screening shall be set back fifteen feet (15') (unless the screening is an integral part of the facade) from an exterior building edge and shall not project above the equipment which it is designed to shield from view.

D. PROFESSIONAL OFFICE

1. Purpose and Intent

This land use designation is intended to accommodate the development of professional and administrative offices that complement the Hotel Center within the Specific Plan area. Permitted uses within this land use designation are consistent with those outlined in the City of Cypress Zoning Code Section 10. The following uses shall be permitted, subject to the approval of a site plan, as specified in Section VIII herein. In addition, all uses of the PS zoning as referred to in Section VI.B herein shall be permitted.

2. Permitted Uses

- a. Administrative and Executive offices.
- b. Artist and photographic studios, excluding the sale of supplies and equipment.
- c. Clerical and professional offices.
- d. Financial institutions.
- e. Medical, dental and related health services for humans, including laboratories and clinics; only the sale of articles clearly incidental to the services provided shall be permitted.
- f. Regional insurance offices
- g. Engineers, architects, planners
- h. Corporate headquarters
- i. Escrow and real estate companies
- j. Advertising agencies
- k. Governmental facilities
- l. Employment agencies
- m. Printing, duplicating and secretarial facilities
- n. Prescription pharmacies, when located within a building also containing the offices of 5 or more medical practitioners.
- o. Public utility service offices.
- p. Banks, brokerage firms, mortgage companies.
- q. Travel agencies
- r. Accessory structures and uses located on the same site as a permitted use.

3. Uses Permitted Subject to a Conditional Use Permit

Those special uses including but not limited to the following, and as specified in Section 11.1 of the Zoning Code, may be permitted subject to approval of a Conditional Use Permit, in accordance with the aforementioned Section 11.1, provided that any Conditional Use Permit is found to be consistent with the goals and objectives of this Specific Plan.

- a. Commercial, trade or vocational schools
- b. Printing, lithography
- c. Restaurants
- d. Service Stations
- e. Post offices and post terminals
- f. Public utility pumping stations, electric generating stations and substations, equipment buildings and installations
- g. Public utility service yards

Other similar uses which the Planning Director finds to be consistent with the purpose and intent of this chapter, are similar to the listed permitted uses and which would be compatible with these uses, subject to review or appeal to the City Council.

4. Site Development Standards

- a. Minimum Lot Area: The minimum lot area shall be 20,000 square feet in area.
- b. Minimum Lot Depth: No minimum.
- c. Minimum Lot Width: 100 feet along a street frontage.

5. Building Site Coverage

The following shall apply:

- a. Site coverage, defined as the building-ground contact area divided by the total net lot area, shall not exceed 60% if surface parking is provided and 70% with parking structures providing all or part of the parking spaces; and
- b. The maximum Floor Area Ratio (FAR) for each Planning Area, expressed as a proportion of building Gross Floor Area, shall not exceed the density specified on the Land Use Plan (Exhibit 1) and on Table 1; however, the FAR for any individual building may reach a maximum of 1.0 FAR. Floor area devoted to parking within a building shall not be considered in determining the total floor area allowed.

6. Building Heights

Maximum building height shall not exceed 99 feet excluding any roof mounted equipment and/or architectural details. Ultimately, building heights shall be subject to City design review and the review and determination of Federal Aviation Administration, under Part 77 of the Federal Aviation Regulation, which evaluates development projects in the vicinity of the Los Alamitos Armed Forces Reserve Center. As a result of these reviews, the permitted building height may be reduced. No buildings will be allowed which penetrate the imaginary surfaces pertaining to hazards or obstructions, per FAR Part 77 and other applicable FAA standards, such as the Terminal Instrument Procedures (TERPS). Roof top mechanical equipment and screening shall be set back fifteen feet (15') (unless the screening is an integral part of the facade) from an exterior building and shall not project above the equipment which it is designed to shield from view.

E. HOTEL AND SUPPORT COMMERCIAL

1. Purpose and Intent

The Hotel Center and Support Commercial designations is designed to provide a core area with a hotel surrounding by ancillary uses which will be a transition between the Hotel site and the Professional Office designation. This combination of uses is intended to support other business park uses and to capitalize on a key location central to the City's employment concentration.

This land use designation is intended to accommodate a hotel and support commercial uses that are normally incidental to a hotel site. The following uses shall be permitted subject to the approval of a site plan, as specified in Section VIII herein.

2. Permitted Uses

Apparel shops*
Barber and beauty shops*
Conference facilities*
Drug stores and pharmacies*
Gift shops and stores*
Banks
Travel agency
Car rental agency (no car storage on site)*

*Integrated into the hotel facility.

3. Uses Permitted Subject to a Conditional Use Permit

Those special uses including but not limited to the following, and as specified in Section 11.1 of the Zoning Code, may be permitted subject to approval of a Conditional Use Permit, in accordance with the aforementioned Section 11.1, provided that any Conditional Use Permit is found to be consistent with the goals and objectives of this Specific Plan.

- a. Restaurants
- b. Cafes
- c. Cocktail Lounges
- d. Health Studios, Spas, Clubs
- e. Hotels/Motels

Other similar uses which the Planning Director finds to be consistent with the purpose and intent of this section, are similar to the listed permitted uses, and which would be compatible with these uses, subject to review or appeal to the City Council.

4. Site Development Standards

- a. Minimum Lot Area: The minimum lot shall be 20,000 square feet in area.
- b. Minimum Lot Depth: No minimum.
- c. Minimum Lot Width: 100 feet along a street frontage.

5. Building Site Coverage

The following shall apply:

- a. Site coverage, defined as the building-ground contact area divided by the total net lot area, shall not exceed 60% if surface parking is provided and 70% with parking structures providing all or part of the parking spaces; and
- b. The maximum Floor Area Ratio (FAR) for each Planning Area, expressed as a proportion of building Gross Floor Area, shall not exceed the density specified on the Land Use Plan (Exhibit 1) and on Table 1; however, the FAR for any individual building may reach a maximum of 1.0 FAR. Floor area devoted to parking within a building shall not be considered in determining the total floor area allowed.

6. Building Heights

Maximum building height shall not exceed 99 feet excluding any roof mounted equipment and/or architectural details, provided that a higher limit for a hotel is permissible with council approval subject to Design Review. Ultimately, building heights shall be subject to City Design Review and the

review and determination of Federal Aviation Administration, under Part 77 of the Federal Aviation Regulations, which evaluates development projects in the vicinity of Los Alamitos Armed Forces Reserve Center. As a result of these reviews, the permitted building height may be reduced. No buildings will be allowed which penetrate the imaginary surfaces pertaining to hazards or obstructions, per FAR Part 77 and other applicable FAA standards, such as the Terminal Instrument Procedures (TERPS). Roof top mechanical equipment and screening shall be set back fifteen feet (15') (unless the screening is an integral part of the facade) from an exterior building edge and shall not project above the equipment which it is designed to shield from view.

F. GENERAL RETAIL COMMERCIAL

1. Purpose and Intent

The general retail commercial designation is intended to provide for a potential neighborhood level shopping center designed as an integrated center, as well as similar retail commercial, service commercial and office professional uses at appropriate locations within the Specific Plan area.

The following uses shall be permitted subject to the approval of a site plan, as specified in Section VIII herein.

2. Permitted Uses

Those uses specified below and in Section 10.1 of the Zoning Code (CG-10000 classification) shall apply.

- a. Architectural, engineering, research and testing firms, and laboratories.
- b. Financial institutions.
- c. General office uses.
- d. General retail commercial uses in an existing shopping center.
- e. Professional office uses.

Those standards regulating signage, as contained in Section 10.4 of the Zoning Code, shall apply to retail commercial uses, and shall supercede any other standards regarding signage which are contained within this Specific Plan.

3. Uses Permitted Subject to a Conditional Use Permit

- a. Hotel/motel.
- b. Restaurants/Cafes/Food establishments.
- c. Shopping centers.
- d. General/retail commercial uses not contained within a shopping center, and when not an accessory use.
- e. Temporary use of bulk cargo containers and other similar temporary storage facilities.
- f. Other similar uses which the Planning Director finds to be consistent with the purpose and intent of this chapter, are similar to the listed permitted uses, and which would be compatible with these uses, subject to review or appeal to the City Council.

4. Site Development Standards

- a. Minimum Lot Area: The minimum lot area shall be 20,000 square feet in area.
- b. Minimum Lot Depth: No minimum.
- c. Minimum Lot Width: 100 feet along a street frontage.

5. Building Site Coverage

The following shall apply:

- a. Site coverage, defined as the building around contact area divided by the total net lot area, shall not exceed 60% if surface parking is provided and 70% with parking structures providing all or part of the parking spaces; and,
- b. The maximum Floor Area Ratio (FAR) for each Planning Area, expressed as a proportion of building Gross Floor Area, shall not exceed the density specified on the Land Use Plan (Exhibit 1) and on Table 1; however, the FAR for any individual building may reach a maximum of 1.0 FAR. Floor area devoted to parking within a building shall not be considered in determining the total floor area allowed.

6. Building Heights

Maximum building height shall not exceed 50 feet including any roof mounted equipment and architectural details. In Planning Area 2, the maximum building height shall be 40 feet. Ultimately, building heights shall be subject to City Design Review and the review and determination of Federal Aviation Administration, under Part 77 of the Federal Aviation Regulations, which evaluates development projects in the vicinity of the Los Alamitos Armed Forces Reserve Center. As a result of these reviews, the permitted building height may be reduced. No buildings will be allowed which penetrate the imaginary surfaces pertaining to hazards or obstructions, per FAR Part 77 and other applicable FAA standards, such as the Terminal Instrument Procedures (TERPS). Roof top mechanical equipment and screening shall be set back fifteen feet (15') (unless the screening is an integral part of the facade) from an exterior or building edge and shall not project above the equipment which it is designed to shield from view.

7. Application

The general retail commercial uses may be established anywhere within the Specific Plan area so long as the development site has arterial highway frontage and is adequately integrated into the adjacent, existing or planned development as determined by site plan review. Considerations in establishing acceptable design integration include:

- o Consistent application of design guidelines
- o Coordinated access and parking
- o Logical combination of uses

G. MIXED-USE COMMERCIAL

1. Purpose and Intent

This land use designation is intended to accommodate the development of a variety of commercial uses, as well as senior housing and related "continuum of care" uses, within Planning Area 9 to complement and augment the existing and permitted uses in the rest of the Specific Plan area. The uses described in Sections VI.G.2 and VI.G.3, below, shall be permitted or conditionally permitted, as applicable, subject to the site plan review procedure set forth in Section VIII, below. The provisions of Section VI.F.7, above, shall not apply with respect to retail uses within Planning Area 9.

2. Permitted Uses

- a. All permitted uses described in Section VI.B.2 herein.
- b. Motor vehicle storage facilities.
- c. Commercial, trade or vocational schools.

- d. Public utility service offices.
- e. Satellite dishes/antenna (less than 3 feet/2 meters in diameter).
- f. Telegraph offices.
- g. Wireless communication facilities.
- h. Studios – art, dance, karate, music, photography, etc.
- i. Motor vehicle leasing/rental (office only; no vehicles onsite).
- j. Motor vehicle parts and supplies.
- k. Motor vehicle window tinting.
- l. Accessory retail uses.
- m. Appliance stores (large appliance sales and service).
- n. Department stores.
- o. Florist shops.
- p. Furniture/furnishings, rentals, sales and service stores.
- q. Garden centers or plant nurseries.
- r. Hardware stores.
- s. Interior decorating or drapery shops.
- t. Janitorial sales or service.
- u. Office equipment/supply stores.
- v. Pharmacies/drug stores.
- w. Pools and spas, sales, service and supplies.
- x. Restaurants, sit-down.
- y. Retail stores, general merchandise.
- z. Sporting goods stores, no firearms.
- aa. Acupuncture clinics.
- bb. Automated teller machines (ATMs).
- cc. Banks and financial institutions.
- dd. Barber or beauty shops.
- ee. Business support services.
- ff. Dry cleaning service, drop-off only.
- gg. Financial services.
- hh. Laundromats, self-service.
- ii. Medical/dental offices, clinics or services.
- jj. Mortuaries.
- kk. Offices, administrative or executive.
- ll. Offices, professional or government.
- mm. Personal services, general.
- nn. Photocopy/desktop facilities.
- oo. Photography studios/supply shops.
- pp. Repair/maintenance, consumer products.
- qq. Sign shops (no spray booths).
- rr. Tanning studios.
- ss. Taxidermists.
- tt. Travel agencies.
- uu. Upholstery shops.
- vv. Veterinarian services and small animal hospitals.
- ww. Temporary uses/activities.
- xx. Governmental facilities.
- yy. Accessory structures and uses located on the same site as a permitted use.
- zz. Any other use that the Director of Community Development finds is consistent with the purpose and intent of this Section, and similar to the listed permitted uses and compatible with these uses, subject to appeal to the City Council.

3. Uses Permitted Subject to a Conditional Use Permit

The uses set forth below may be permitted subject to approval of a conditional use permit in accordance with Section 4.19.070 of the Zoning Ordinance.

- a. All conditionally permitted uses described in Section VI.B.3 herein.
- b. Alternative fuels and recharging facilities.
- c. Clubs or lodges.

- d. Commercial Trade Schools.
- e. Educational institutions, private or public.
- f. Health/fitness centers.
- g. Indoor amusement/arcade, cyber cafe, entertainment/recreation centers.
- h. Nightclubs, with or without food service, bar.
- i. Outdoor amusement/entertainment/recreation centers.
- j. Theaters, auditoriums, and meeting halls.
- k. Theaters, movie.
- l. Motorcycle, sales and service.
- m. Motor vehicle sales (new and/or used), with or without service facilities.
- n. Motor vehicle washing/polishing.
- o. Service stations.
- p. Towing services.
- q. Truck and/or trailer rentals, sales, and/or service facilities.
- r. Post offices.
- s. Bars/liquor establishments (onsite consumption only).
- t. Building material stores/yards.
- u. Dairy products stores, drive-in/through.
- v. Liquor stores (offsite consumption only).
- w. Mini-markets.
- v. Outdoor retails and supplies.
- x. Playland, associated with a restaurant.
- y. Restaurants, fast food, with or without drive-through service, or with outdoor seating.
- z. Restaurants with alcohol sales.
- aa. Shopping centers.
- bb. Sporting goods stores, with firearms.
- cc. Warehouse retail stores.
- dd. Warehousing, wholesaling and distribution facilities, including point of sale.
- ee. Day care centers.
- ff. Catering services.
- gg. Dry cleaning plants.
- hh. Hotels or motels.
- ii. Medical services, laboratories.
- jj. Printing and publishing.
- kk. Recycling facilities – reverse vending machines.
- ll. Storage (mini, personal, and self-storage).
- mm. Public utility substations, reservoirs, or pumping plants, not including offices).
- nn. Any other use that the Director of Community Development finds is consistent with the purpose and intent of this Section, and similar to the listed conditionally permitted uses and compatible with these uses, subject to appeal to the City Council.

4. Site Development Standards

- a. Minimum Parcel Size: 10,000 square feet.
- b. Minimum Parcel Depth: No minimum.
- c. Minimum Parcel Width: 50 feet.
- d. Maximum Structure Height: 99 feet.
- e. Maximum Parcel Coverage: No maximum.

5. Building FAR.

The maximum floor area ratio (FAR) for Planning Area 9 shall not exceed the density specified in the Land Use Plan (Exhibit 1) and in Table 1; provided, however, that (a) the FAR for any development parcel within Planning Area 9 may have a maximum FAR of 1.0:1, (b) the gross floor area of any senior housing

constructed in Planning Area 9 shall be excluded in calculating the FAR for Planning Area 9 and (c) the floor area devoted to parking within a building shall not be considered in calculating the FAR for Planning Area 9.

6. Relationship to Zoning Ordinance.

Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, sign requirements, landscaping and tree removal) with respect to commercial development in Planning Area 9, that are different from what would otherwise be allowed on property within the CG (Commercial General) zoning district pursuant to the Zoning Ordinance, this Specific Plan shall prevail and supersede those applicable provisions in the Zoning Ordinance. Where no such conflict exists, the requirements in the Zoning Ordinance with respect to the CG (Commercial General) zoning district shall apply. The uses described in Sections VI.G.2 and VI.G.3, above, shall have the meanings, if any, set forth for them in the Zoning Ordinance as of the effective date of this amended and restated Specific Plan.

H. SENIOR HOUSING

1. Purpose and Intent

This land use designation is intended to accommodate the development of senior housing and related uses within Planning Area 9 to provide additional housing and care options for senior citizens. The uses described in Sections VI.H.2 and VI.H.3, below, shall be permitted, subject to the site plan review procedure set forth in Section VIII, below.

2. Permitted Uses

- a. Senior housing.
- b. Condominiums/townhouses (senior housing only).
- c. Multi-family dwelling units (senior housing only).
- d. Assisted living facilities.
- e. Convalescent/rest homes.
- f. Accessory structures.
- g. Home occupations.
- h. Model home/subdivision sales offices (senior housing only).
- i. Private yard/garage sales.
- j. Temporary uses/activities.
- k. Second-story balcony.
- l. Single-family dwelling units (senior housing only).
- m. Caretaker/employee housing.
- n. Any other use that the Director of Community Development finds is consistent with the purpose and intent of this Section, and similar to the listed permitted uses and compatible with these uses, subject to appeal to the City Council.

3. Definition of Senior Housing

For purposes of this Section VI, "senior housing" shall mean independent living units or other independent housing for persons 55 years of age or older and may include common dining areas and other community facilities.

4. Site Development Standards

- a. Minimum Parcel Size: 10,000 square feet.
- b. Minimum Parcel Depth: 100 feet.

- c. Minimum Parcel Width: 100 feet.
- d. Maximum Allowable Density: 20 dwelling units/gross acre, provided that an assisted living facility shall not be considered a multi-family dwelling and no portion of any such facility shall constitute dwelling units.
- e. Maximum Structure Height: 55 feet.
- f. Minimum Dwelling Unit Size
 - One Bedroom: 500 square feet.
 - Two Bedroom: 700 square feet.
 - Three Bedroom: 900 square feet.
- g. Minimum Open Space: 300 square feet per dwelling unit, provided that any or all of such open space (i) may be common, private or public and (ii) shall include balconies, patios and any land occupied by recreational structures or improvements.
- h. Driveway Widths
 - With up to 2 units: Minimum of 12 feet.
 - With 3 or more units: Minimum of 24 feet.
- i. Minimum landscaped open area: 25%.
- j. Interior Garage Dimensions
 - Multi-family units: 12 feet by 20 feet.
 - Detached single-family units: 12 feet by 20 feet.

5. Parcel Coverage and Distance Between Structures

- a. The maximum parcel coverage by structures shall not exceed 60%.
- b. The minimum distance between structures on the same parcel, where neither structure exceeds 15 feet in height, shall be 6 feet. The minimum distance between structures on the same parcel, where one or both structures exceed 15 feet in height, shall be 10 feet. The foregoing requirements shall not apply to structures that are physically connected to one another.

6. Relationship to the Zoning Ordinance

Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, sign requirements, landscaping and tree removal) with respect to senior housing and the related uses described in Section VI.H.2 and VI.H.3, above, within Planning Area 9, that are different from what would otherwise be allowed on property within the RM-20 (Multiple-Family) zoning district pursuant to the Zoning Ordinance, this Specific Plan shall prevail and supersede those applicable provisions in the Zoning Ordinance. Where no such conflict exists, the requirements in the Zoning Ordinance with respect to the RM-20 (Multiple-Family) zoning district shall apply. The uses described in Sections VI.G.2 and VI.G.3, above, shall have the meanings, if any, set forth for them in the Zoning Ordinance as of the effective date of this amended and restated Specific Plan.

VII. Design Guidelines

VII. DESIGN GUIDELINES

A. INTRODUCTION AND PURPOSE

These Specific Plan Design Guidelines are statements which express the character of future development for the area. They are the design criteria which will be adhered to with each development proposal within the Specific Plan area, and apply to three main topical areas: architecture, landscape architecture and signage. The developer of each planning area and land use designation within the area will be able to draw from this and expand upon these concepts in order to maximize the success of the development consistent with market needs, aesthetic satisfaction, and community goals. To the extent that provisions of the Design Guidelines are inapplicable to the senior housing use permitted in Planning Area 9, design issues for a senior housing project in Planning Area 9 shall be addressed as part of site plan review in accordance with the applicable design standards, if any, in the Zoning Ordinance. Where there is a conflict between the design guidelines herein and the design standards, if any, in the Zoning Ordinance, the design guidelines herein shall prevail within the Specific Plan area.

The purpose of the Design Guidelines are as follows:

- To provide the City of Cypress with the necessary assurances that the Specific Plan area will develop in accordance with the quality and character proposed herein;
- To provide guidance to developers, builders, engineers, architects, landscape architects, and other professionals in order to maintain the desired design quality;
- To provide guidance to City Staff and the City Council in the review of future development projects in the Specific Plan area; and
- To include marketability effects in Design Guidelines applications, to create integrity, quality and a sense of identity.

1. Relationship to Other Areas in the Business Park and Race Track

The major entry point of the Specific Plan area is also the entry point of the existing race track. It serves not only to announce the businesses but also must make a statement about the race track. It is the intent to carefully design the major entry corridor so that the focal point is the race track. Design elements including building placement, landscaping, and signage will be utilized to enhance the visual corridor to the race track operations. The landscape treatment of the major entry is a crucial part of achieving this statement. A transition from the business park to the race track will be achieved with a consistent landscaping treatment that unifies these two distinct land uses. Subject to City Council review, a view corridor to the Los Alamitos Race Track is to be maintained along Katella Avenue upon ultimate buildout of the proposed Cypress Business and Professional Center development.

The design guidelines will also serve as a unifying mechanism for this area and others within the Cypress Business Park. This will be achieved by incorporating selected landscape elements in the streetscape/landscape plan, as well as compatible architectural and signage standards.

B. ARCHITECTURAL DESIGN GUIDELINES

The purpose of the architectural design guidelines is to ensure quality development that reinforces continuity within the Specific Plan area. Recurring elements combine to create a visual and spatial expression that identify the area with special design considerations and solutions. All architecture is intended to appear as an integrated part of an overall site concept. Buildings will be of a contemporary style and material employing massing, scale and proportion for design implementation. Designs for individual projects will be submitted as part of the site plan review procedure. The architectural design guidelines have been developed to satisfy the following criteria:

1. Establish a special project identity.

2. Achieve market/corporate appeal.
3. Ensure economic feasibility.
4. Reflect function of uses through architectural form.
5. Respond to the aesthetic expectations of the City.
6. Implement the goals of the General Plan.
7. Achieve a blending of design within the existing race track properties and with the nearby Cypress Business Park.
8. Assure appropriate architectural review without unnecessary delays in the development review process.

After study of various architectural elements, the selected features for the Specific Plan area have been judged to provide the highest probability of economic success and aesthetic satisfaction for the City of Cypress. The qualities and design elements for buildings that are most actively encouraged are:

- Richness of surface and continuity throughout the Specific Plan area; it is the materials, variations, and fenestration details which provide the needed variety. The major elements of variety which should be addressed when designing buildings and structures are:
 - Wall surfaces
 - Openings (windows, entrances)
 - Colors
 - Graphics

There is an unlimited supply of architectural elements available for use by the project designer. Some of the most desirable element applications to be considered are:

1. Building Materials

- Pre-finished metal panels
- Brick
- Stucco
- Pre-cast or tilt-up concrete; textured or exposed aggregate
- Scored split-faced block
- Stone
- Spandrel glass

2. Openings

- Recessed or projected entries
- Entry overhead elements
- Windows
- Landscape planters
- Building arcades

3. Colors

- Subtle, warm tones
- White
- Glass, dark or reflective
- Cool range gray tones

4. Graphics

- Building address
- Directionals
- Company names

The following design elements shall be consulted when reviewing architecture for the Specific Plan area:

- a. Avoid long, unarticulated building facades. Buildings with varying front setbacks are strongly encouraged.
- b. Flat roofs with parapet walls to screen rooftop equipment are appropriate, although buildings with articulated varying roof planes are encouraged.
- c. The use of prefab, all metal steel for sheathing of buildings is prohibited. This is not to preclude the use of metal detail within architecturally designed buildings such as "Cor-ten" steel.
- d. Conceal all service areas and storage areas either within the buildings themselves or by screening walls (solid masonry or stucco stud wall of one color), preferably with appropriate accent trim.
- e. Avoid long linear vistas and building edges within the development envelope and along the streetscape through variations in setbacks.
- f. Buildings shall be sited in a manner that will complement the adjacent buildings and landscape. Building sites shall be developed in a coordinated manner to provide order and diversity and avoid a jumbled, confused streetscene. The designer shall consider the existing development around the subject site in order to establish a context in which to design.

The following elements shall be avoided:

Mechanical Equipment and Ductwork

- All roof-mounted and mechanical equipment and/or ductwork, shall be screened by an enclosure which is detailed consistent with the building and which meets all State of California safety and OSHA standards.
- No mechanical equipment shall be exposed on the wall surface of a building.
- Cyclone blowers shall be screened by a wall, a fence or landscape materials and be located below the fascia and/or roof line of the building. Further, they shall be located on the rear or "hidden" side of the building and painted to match the surface to which attached.
- All gutters and downspouts may be enclosed within building walls.
- Vents, louvers, exposed flashing, tanks, stacks, overhead doors, rolling and "man" service doors shall be painted consistent with the color scheme of the building.

Exterior Design

- No part of the roof may project above the parapet.
- All exterior wall elevations of buildings facing streets are to have architectural treatment approved by Design Review Committee.
- No prefab metal buildings shall be permitted.

- No concrete bumpers shall be permitted in parking areas. All landscaped and paved areas shall have six (6) inch high concrete curbs.
- In the event an electrical transformer is located outdoors on any site, it shall be screened from view with a wall or solid landscaping and cannot be located in the front-yard setback area. Positioning of the transformers shall be consistent with Southern California Edison Company requirements.
- All fire or other sprinkler pipes shall enter buildings at the lowest possible point and shall be screened with landscaping. Positioning and visibility of fire standpipes shall be consistent with Orange County Fire Authority requirements.
- Any changes to the exterior of any buildings or yards except for minor modifications as determined by the Planning Director, must have prior approval of the Planning Department.

The recommended building materials are provided to maintain a visual quality throughout the phasing of the development and to provide criteria for the review of the development.

C. *SIGNAGE*

Adequate signage for the identification and promotion of race track activities will be located and maintained at the major entry subject to design review. The following signage standards do not apply to any existing signs for the race track and support facilities; race track signage may be relocated subject to design review.

Signage guidelines are necessary in order to achieve a visually coordinated, balanced and appealing signage program throughout the Specific Plan area. The following guidelines are designed to promote compatibility with the architectural controls and overall landscape concepts within the development.

The overall goal for implementation of the sign program is to be compatible with the visual image and architectural design within the Specific Plan area. To achieve this goal, signage shall identify with substantial authority, the following elements:

- Entry points
- Vehicular and pedestrian direction guidance
- The individual buildings by number and name

Signage for individual buildings shall not be allowed to conflict or interfere visually with other signage. In partial support of this, a "human scale" shall be maintained.

Signage shall contain only that information necessary to identify the primary elements on the lot on which the signs are located.

1. **General Provisions**

- a. No sign shall be installed or constructed until it has been approved by the Planning Division of the Community Development Department in accordance with the provisions of this Specific Plan.
- b. A sign shall be defined as including all parts, materials, frames and backgrounds, measured to the nearest geometric configuration.
- c. Logos or identification symbols shall be considered signs. Sign information will be limited to tenant's trade name, logo and/or logo type. The use of advertising or brand names will not be allowed unless specifically approved by the Planning Division of the Community Development Department.
- d. All signs and their supporting structures shall be enclosed, structurally safe, and maintained in good condition.
- e. All freestanding permanent monument signage structures shall be cast in concrete or a substitute material approved by the Design Review Committee

with the design approach being one of monolithic permanence. Lighting for these signs can utilize flood lights located at their base to provide a wash of light over the structure. Signage lettering and numbering may be case letter (cast into structure or raised-case letters fixed to the face of the structure), self-lit type, sandblasted into wall surface or onto wood. Wall signs shall be composed of wood, metal, plastic (Plexiglas or Fiberglass), paint or comparable weather-resistant material subject to review and approval of the Planning Division of the Community Development Department. All cabinets, conductors, transformers or other equipment must be concealed from public view.

f. All signs and their supporting structures shall comply with the City building and electrical codes.

g. The following limitations shall apply to temporary signage:

On-site unlighted signage shall be allowed for the purpose of designating real estate, 'for sale', 'for lease', or 'future site', 'coming sites'. This signage shall be a maximum of 48 square feet total sign area. All temporary signage shall be approved by the Planning Division of the Community Development Department and shall require a sign permit. Banners and other non-exempted temporary signs announcing openings, etc., shall be allowed for a non-renewable period of thirty (30) days, subject to approval of a temporary sign permit from the Planning Division of the Community Development Department if the sign and/or banner complies with the general standards for review above. No more than one (1) temporary sign permit may be issued per business per year. Temporary sign permits should only be issued for grand openings, open houses, or special events, as approved by the Planning Division of Community Development Department.

h. The following limitations shall apply to Individual Business signage:

Individual Business signage shall either be a monument sign or wall-mounted sign. Pole signs may be permitted only in certain instances in accordance with the City sign ordinance subject to design review but are not encouraged.

i. Race track signage may be renovated or relocated subject to Design review.

2. Wall Signs

a. No wall sign will exceed an area equal to one and one-half (1-1/2) square feet of sign for each one foot (1') of lineal frontage of the building or store, fronting on a street or parking lot. No sign shall comprise more than 10 percent (10%) of the area of the elevation upon which the sign is located.

b. In multi-tenant industrial buildings, each individual industry may have a wall sign over the entrance to identify the tenant. Said signs will be oriented toward the street, parking or pedestrian area for that building and shall not exceed one (1) square foot of sign area for each lineal foot of building frontage up to a maximum of twenty (20) square feet.

c. Restaurants may have one wall sign for each building face not to exceed a total of three wall signs. The front sign shall not exceed one square foot of sign area for each linear foot of front building elevation. Side or rear signs shall not exceed one square foot of sign area for every two linear feet of the side or rear elevation. All signs shall be subject to approval by the Design Review Committee.

3. **Ground Signs**

Ground signs shall not exceed four feet (4') above grade in height or more than one and one-half (1-1/2) square feet in area for each one foot (1') of lineal footage of the building or store. However, no sign shall exceed 150 square feet in area. No sign may block the view of vehicles turning, etc. as determined by the City Engineer.

4. **Freestanding**

For commercial uses, in lieu of a ground sign, one (1) freestanding identification sign not exceeding one (1) square foot in area for each lineal foot of property frontage. However, no such sign shall exceed twenty-five feet (25') in overall height or 150 square feet in area.

5. **Primary Entry Specifications**

Number, location and area: Subject to Design Review Committee approval primary and secondary project entry signs shall be permitted adjacent to the project entries specified in the Landscape Plan. Primary entry signs shall not exceed 4 feet in height and 40 square feet in size per face on each sign. Secondary entry signs shall not exceed 2.5 feet in height and 15 square feet in size per face on each sign.

6. **Vehicular and Pedestrian Signage**

Number, location and area: Subject to Design Review Committee approval vehicular and pedestrian directional freestanding signs shall be permitted, wherever necessary and subject to approval of the total number of such signs by the Planning Division of the Community Development Department. Vehicular directional signs shall not exceed 3 feet in height and 15 square feet in size per face on each sign. Pedestrian signs shall not exceed 5 feet in height and 15 feet in size per face on each sign. Locations are subject to review and approval.

a. **Prohibited Signs**

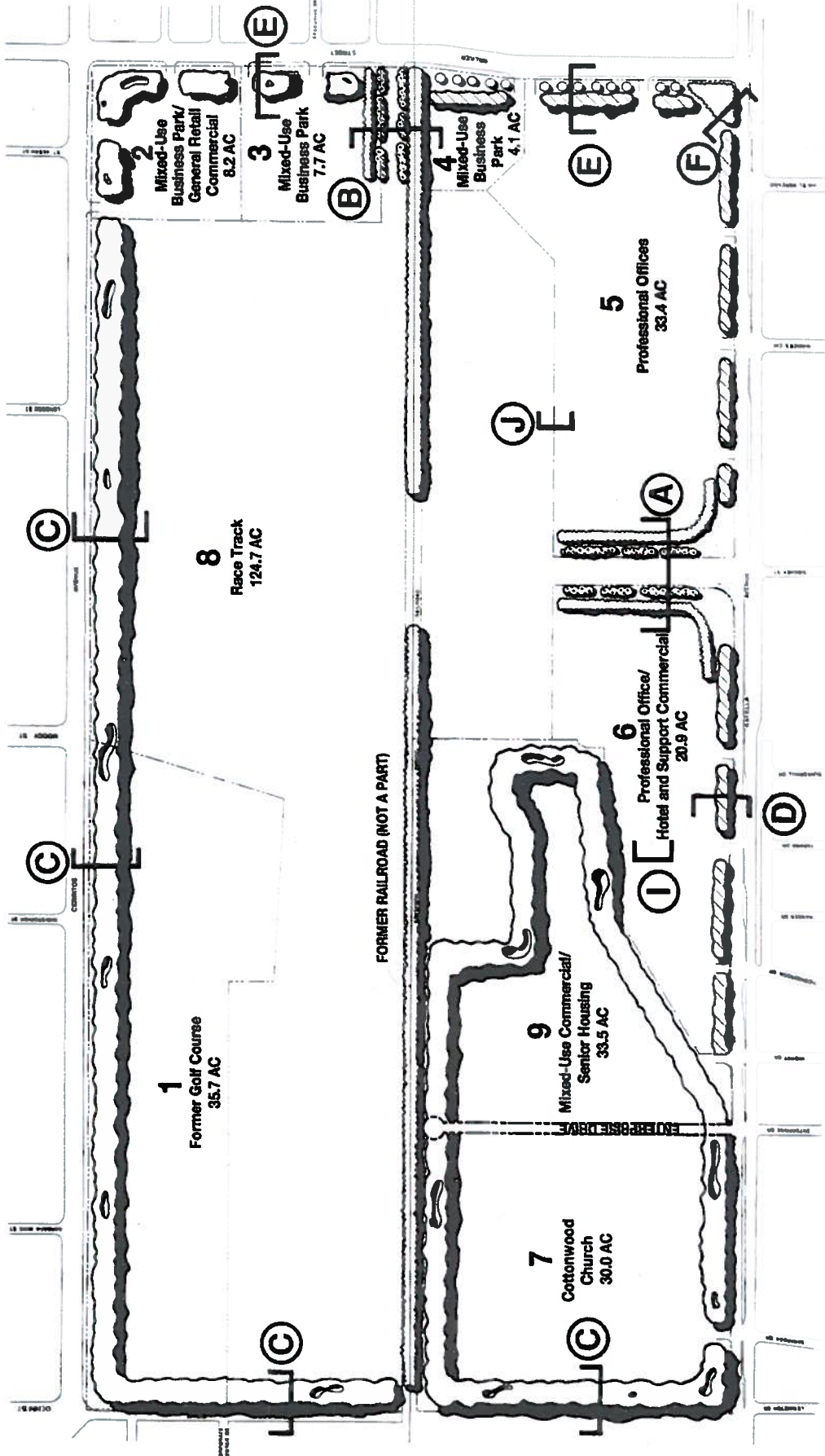
The following signs are not allowed in the Specific Plan area:

- Inflatable signs or balloons.
- Inflatable animals, symbols, etc.
- Rooftop signs.
- Signage in or on windows.
- Signs on trailers or painted on the sides of large disabled or parked vehicles.
- Signage painted directly onto windows or exterior walls.
- Pylon signs (pole signs over 10 feet in height).
- Projecting signs.
- Magnetic signs.
- Rotating or moving signs.
- Flashing signs with the exception of changeable copy signs subject to the approval of a Conditional Use Permit and in compliance with all applicable provisions of the Cypress Zoning Ordinance.
- Outdoor advertising signs.

D. LANDSCAPE/STREETSCAPE GUIDELINES

The landscape architecture for the Specific Plan area is an integral component of the project design. The landscape/streetscape guidelines were prepared by EDAW, Inc., Landscape Architects. The Conceptual Landscape Concept (Exhibit 9) seeks to blend the development of the project with existing landscape features, while achieving a unified character throughout the Specific Plan area. The various lists of vegetative species contained herein are not designed to be exhaustive nor restrictive of designs consistent with the intent of this section. Additional species compatible with and in addition to those found herein may be utilized with the consent of the Community Development Department as part of a larger landscape design. This character is reinforced through

CYPRESS BUSINESS & PROFESSIONAL CENTER
 CITY OF CYPRESS



Landmark Planting
 Eucalyptus Groves
 Accent Tree Planting
 Perimeter
 Street Tree Canopy Planting
 Cross Section (See Exhibits 10-18, 20)

0 500'

Robert Bruner, William Frowd & Associates
 1111 JIN 10-108347

the design and choice of landscape and hardscape materials, with an emphasis on special design elements. The landscaping setbacks for Katella Avenue, Walker Street, and Cerritos Avenue may be intruded into, subject to design review, if insufficient space in the right-of-way is available for purposes of bus turnout and acceleration and deceleration lanes.

For the purpose of planning and design, the Conceptual Landscape Plan has been divided into four separate categories, including (1) project entries, (2) Cerritos Avenue, (3) Katella Avenue and (4) Walker Street.

The accompanying plan (Exhibit 9) indicates the location of the typical cross section and plan view illustrations provided as Exhibits 10 through 20.

1. Project Entries - Design Intent

Project entries occur on Katella Avenue and Walker Street, both having a common theme. The areas devoted to landscaping will create a sense of arrival to the Los Alamitos race track as well as the Cypress Business and Professional Center. Flat manicured lawn areas with informal groupings of accent trees will frame the entries while 3:1 slopes with mass plantings of Bird of Paradise for the backdrop will enclose the entry drive. The 2:1 slopes along the business park parking lots will be planted with a flowering groundcover and groves of Eucalyptus trees to create the background for a striking entry statement.

a. Major Entry

The major entry at Katella serves as the focus of the business park and race track. This entry is the largest and maintains the greatest landscape setback. Approximately 9' of flat, manicured turf will extend from the edge of a 6' walk back to the toe of a 3:1 slope which will rise 4'. This treatment will extend along both sides of the entry from Katella to the gated parking lot access to the race track grandstand (see Exhibits 10 and 11). This area will be landscaped with the following recommended plant materials.

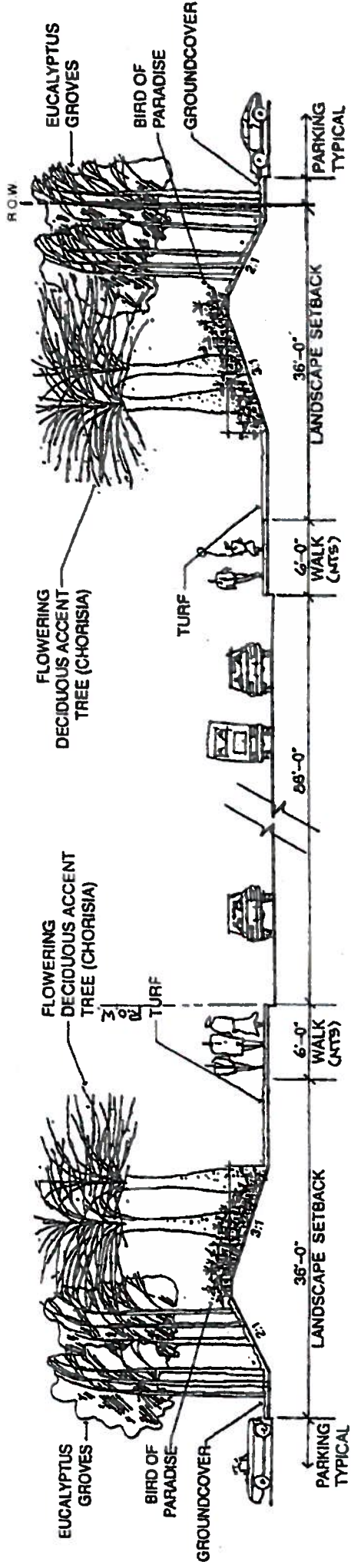
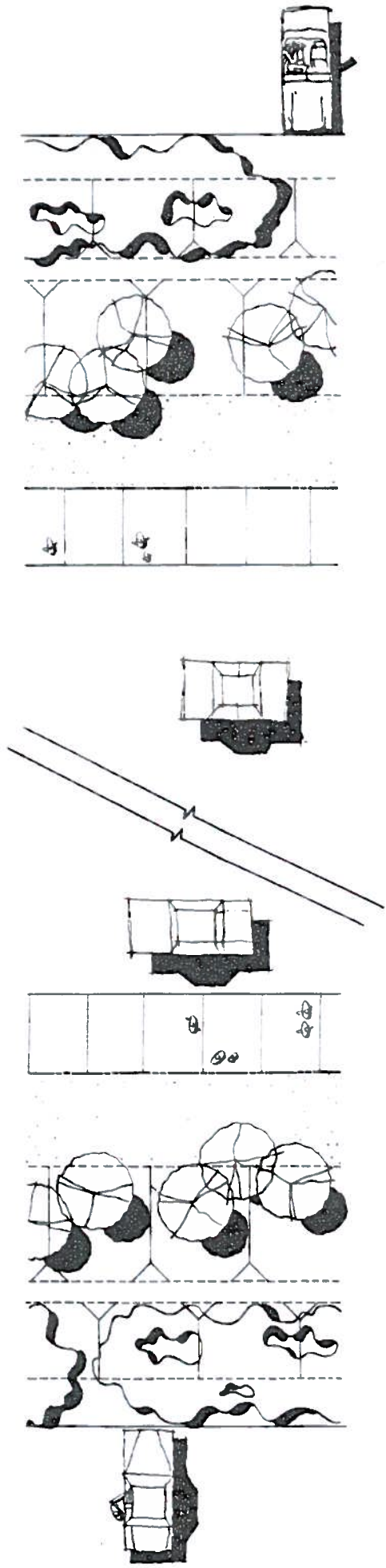
<u>TREES</u>	<u>COMMON NAMES</u>
Chorisia speciosa	Floss Silk
Eucalyptus citriadora	Lemon-scented Gum
<u>GROUNDCOVER</u>	<u>COMMON NAME</u>
Strelitzia reginae	Bird of Paradise
Lampranthus spectabilis	Trailing Ice Plant
Festuca	Turf

b. Secondary Entries

The entry to the race track at Walker Street will reinforce the theme elements set in the major entry (see Exhibit 12). The landscape setback will be smaller at this entry and therefore the flat turf area is reduced to 5' along the north side landscape parkway. The berm along the north side sidewalk will be 2' high, but the landscape parkway along the south side of the roadway may be graded flat to prevent damage to the adjacent Eucalyptus tree grove and drainage onto the railroad right-of-way. The plant materials will be consistent with those at the major entry.

c. Minor Entries

The minor entries to the business park will be unifying factors to the total site. The "Hacienda" theme throughout will be carried in these entries. Large expanses of turf will rim the entry walks on 3:1 slopes. Along the



(A)

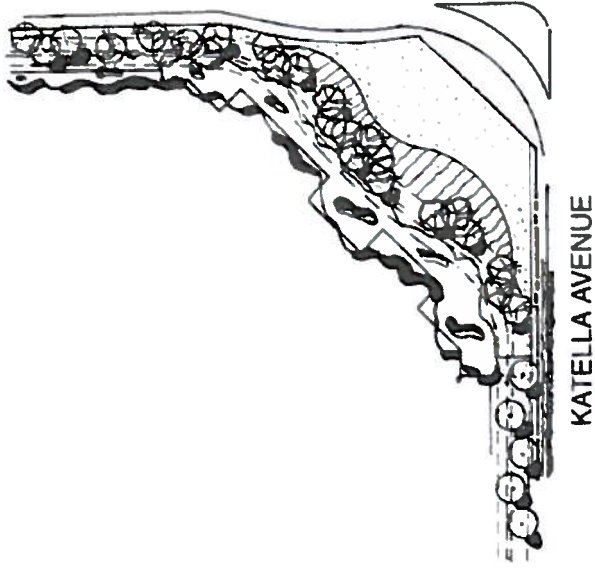
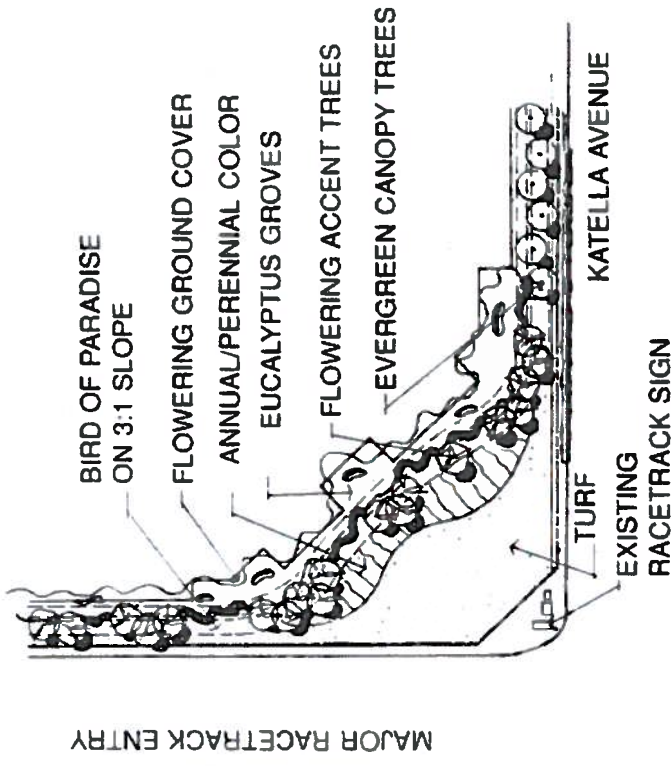
Source: ED&W

Scale: 1" = 12'

Robert Stein, William Ford & Associates
 Updated 7/98
 Per City Council Resolution No. 4994, Updated 5/2008 per Ordinance No. 1100.

CYPRESS BUSINESS & PROFESSIONAL CENTER

CITY OF CYPRESS



Major Entry at Katella Avenue

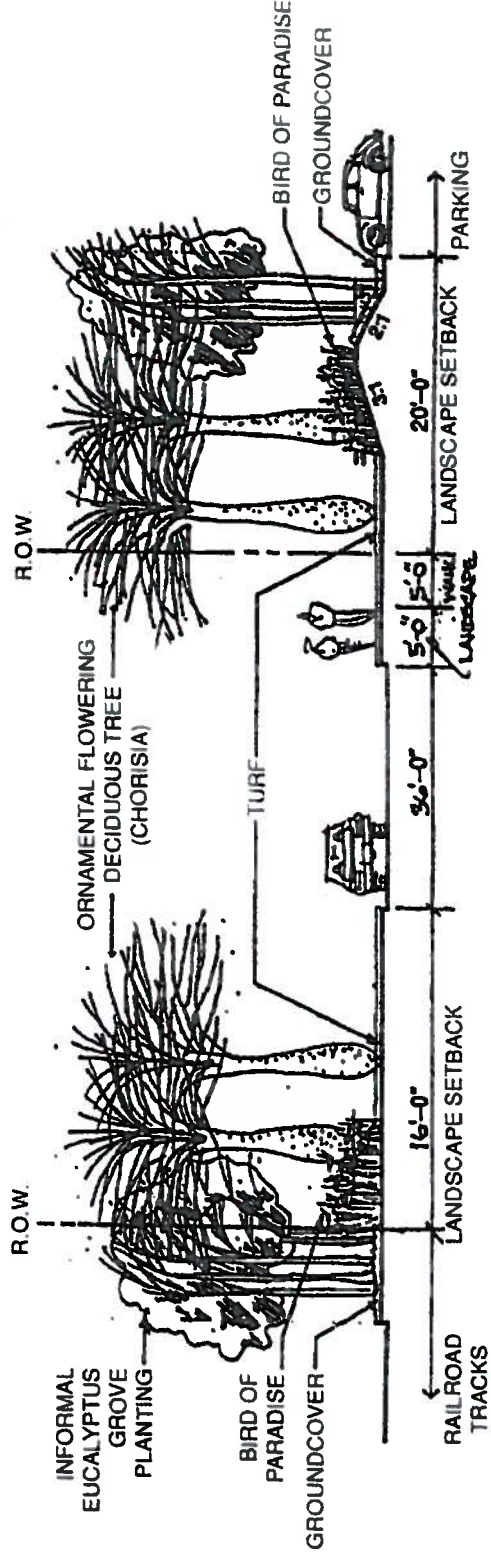
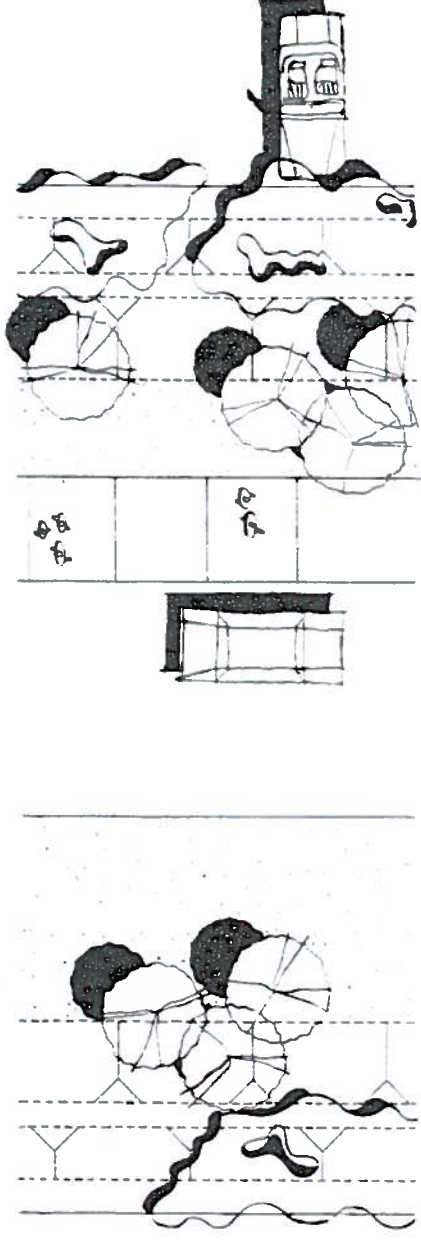
(A)

Source: EDAW

Scale: 1" = 12'

RB Robert Bein, William Most & Associates
 2/90 JN 026006-2830

Typical Landscape Plan Views and Cross-Sections
 Exhibit 11



Secondary Entry at Walker Street
Cross Section B

Source: EDAA

Scale: 1" = 12'



Robert Beitz, William Frost & Associates
Updated 7/99
Per City Council Resolution No. 4994, Updated 5/2008 per Ordinance No. 1100.

(B)

parking lots a 2:1 slope will be planted with groundcover. The following plant materials are recommended.

<u>TREES</u>	<u>COMMON NAMES</u>
Eucalyptus citriadora	Lemon-scented Gum
<u>GROUNDCOVER</u>	<u>COMMON NAME</u>
Lampranthus spectabilis	Trailing Ice Plant
Festuca	Turf

2. Cerritos Avenue and Denni Street - Design Intent

The perimeter edge along Cerritos Avenue and Denni Street will consist of an 8' public walkway and a 4' planting strip on private property, between the walkway and property fence. The existing fencing along the entire frontage of both Cerritos Avenue and Denni Street shall be removed during the first phase of development and new property fencing, 6' high, shall be constructed consistent with the hardscape requirements of this Specific Plan. Existing landmark trees will be either protected in place, relocated onsite if possible, or replaced per the "Landmark Tree Replacement Guidelines" of the Specific Plan.

A 3' wide, 5' tall hedge will be planted against the property fence to screen adjacent land uses, while a ground cover will be planted between the hedge and the 8' public walkway (see Exhibit 13).

This area shall be landscaped with the following recommended plant material.

<u>TREES</u>	<u>COMMON NAME</u>
Existing (protect in place)	
<u>SHRUBS</u>	<u>COMMON NAME</u>
Escallonia	Escallonia
Photinia fraseri	Photinia
Xylosma congestum	Xylosma

3. Katella Avenue - Design Intent

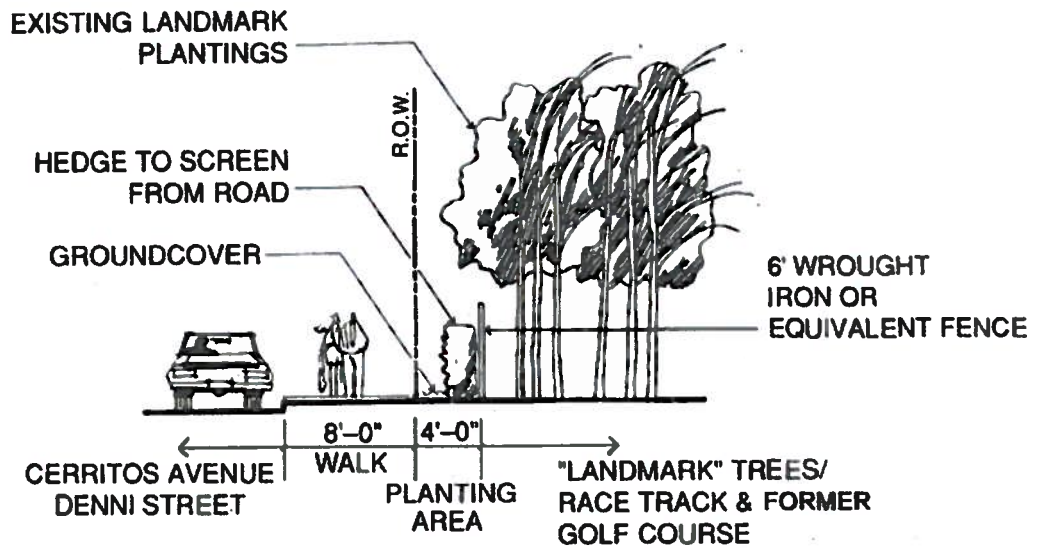
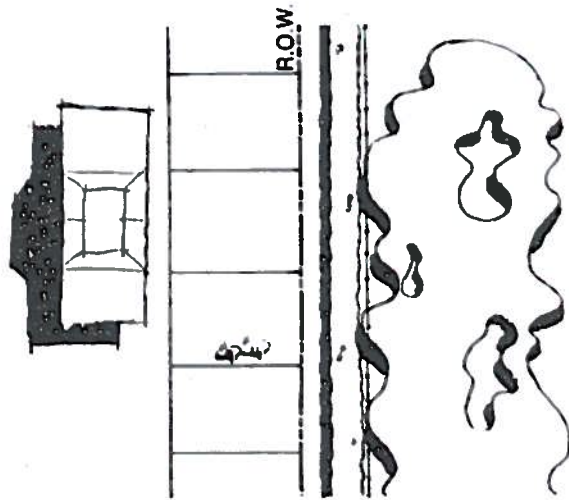
The image that most people will have of Cypress Business and Professional Center will be what they see of the project from Katella Avenue. The landscaping along Katella Avenue will provide a simple and clean edge to a very heavily traveled street. Two rows of trees, triangularly spaced and an expanse of turf inside the 8' walk will occupy most of the 20' landscape setback. The berm in this area will be 4' high with a 2:1 slope of the parking lot side planted with ground covers. Between the 8' walk and plantings in the landscaped setback will be a 4' wide parkway planted with a low shrub (see Exhibit 14).

This area will be landscaped with the following recommended plant materials.

<u>TREES</u>	<u>COMMON NAMES</u>
Ficus florida	Ficus
<u>GROUNDCOVER</u>	<u>COMMON NAME</u>
Trachelospermum jasmine	Star Jasmine
Lantana montevidensis	Lantana
Festuca	Turf
Lampranthus spectabilis	Trailing Ice Plant

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Cerritos Avenue and Denni Street Edge at Racetrack and Former Golf Course
Cross Section C

Note: Walkway currently exists on Cerritos Avenue

Source: EDAW

Scale: 1" = 12'

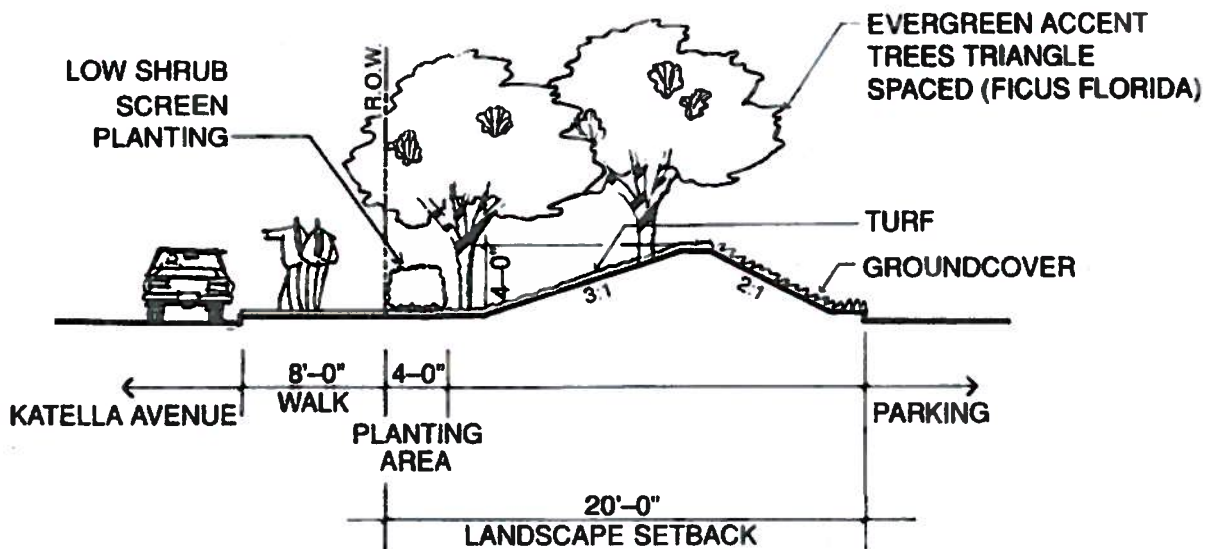
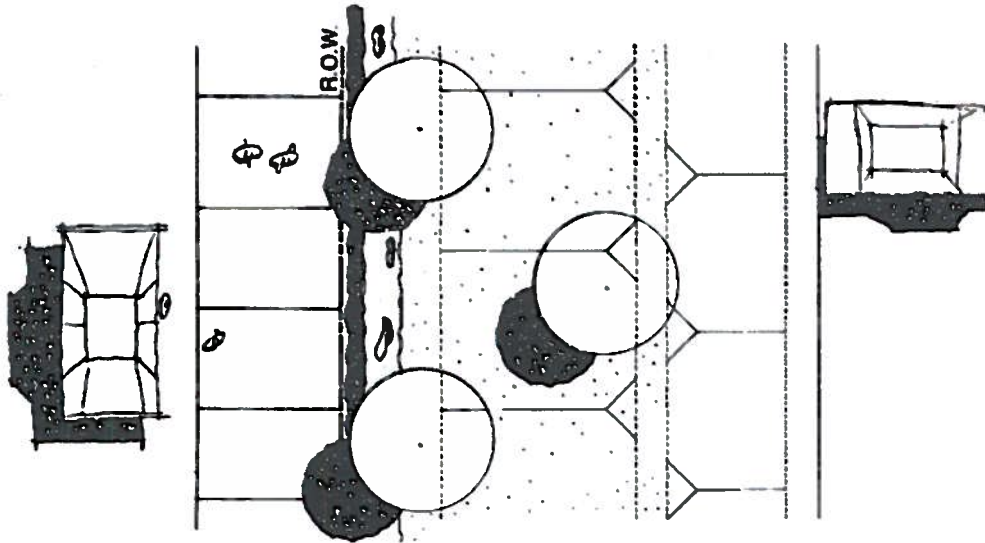
RB & W Robert Bein, William Post & Associates
11/11 JN 10-108347



Typical Landscape Plan Views and Cross-Sections

Exhibit 13

CYPRESS BUSINESS & PROFESSIONAL CENTER
 — CITY OF CYPRESS —



Katella Avenue Streetscape
 Cross Section D

Ⓓ

Source: EDAW

Scale: 1" = 12'

RB Robert Bein, William First & Associates
 Updated 05/08 JN 10-108347

Per City Council Ordinance No. 1100.

Typical Landscape Plan Views and Cross-Sections

Exhibit 14

4. Minor Street Project Edges - Design Intent

a. Walker Street

Walker Street has two different conditions (see Exhibits 15 and 16). The first is adjacent to a Professional Office site located at the corner of Katella. Since this is a focal corner of the project, the "Hacienda" theme of Eucalyptus groves will be planted in turf in an informal manner leaving a view slot through into the business park. This will occur at the corner intersection only. The landscape along Katella will continue onto Walker with the exception of a wider parkway which varies in width and a meandering 8' wide walk/bike path. Within the parkway, trees will be planted in informal groupings with a low shrub understory and continues to the railroad tracks. The second condition is an area of protected landmark trees. In this area the trees will be protected in place or relocated onsite within a 30' setback. A 3' wide hedge will be added to screen non retail commercial development. See Cerritos Avenue for recommended planting in areas with landmark trees.

5. Landmark Tree Replacement Guidelines

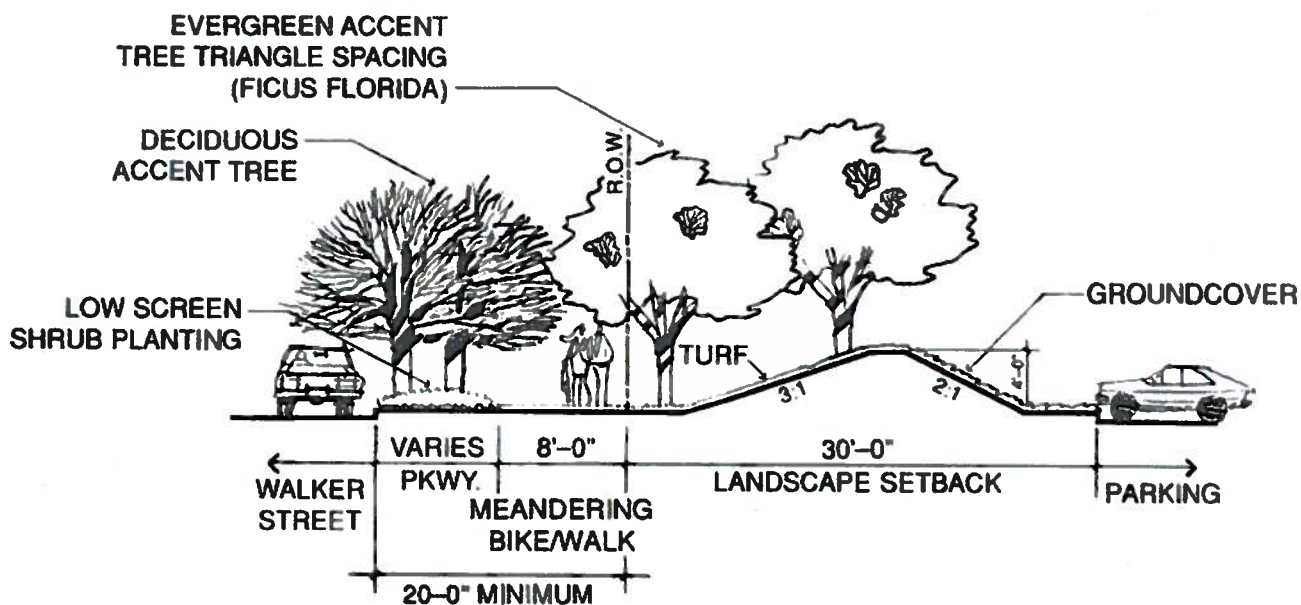
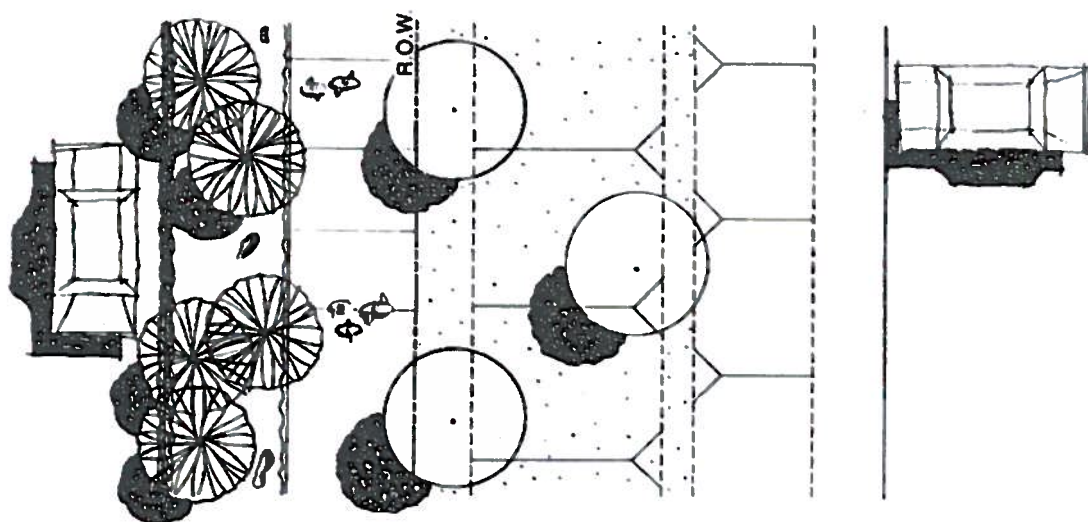
In addition to the landscaping requirements as provided in this section (Landscape/Streetscape Guidelines) the following Landmark Tree Guidelines shall apply. Table 3 is a list of the existing vegetative species located on the project site. Among those species existing on-site are some which are designated 'landmark trees' (Table 4) by the City of Cypress. In accordance with a survey conducted by the City Public Works Department, it is the intention of the developer to relocate, replant or install new plant materials. The following areas refer to the materials keyed on Exhibit 21:

- Tree Survey Area 1 - All healthy landmark trees in the northern portion of Survey Area 1 will be protected in place. Trees in the southern portion of Survey Area 1 may be removed, provided that any such proposed tree removal for a development project in Planning Area 9 (Mixed-Use Commercial/Senior Housing) will be described in the site plan review application for such project for informational purposes.
- Tree Survey Area 2 - All trees may be removed. Every effort will be made to preserve all healthy landmark trees. Imported trees will be relocated or replaced per the requirements of the City Tree Replacement Policy and this Specific Plan. Total potential removals: 50.
- Tree Survey Area 3 - All trees will be protected in place.
- Tree Survey Area 4 - All trees will be protected in place.
- Tree Survey Area 5 - All trees will be protected in place.
- Tree Survey Area 6 - Three access driveways could impact landmark trees. Affected trees will be relocated or replaced per the Landmark Tree Replacement Policy.

The City of Cypress must authorize the removal of landmark trees, except in the southern portion of Survey Area 1. If any such trees are removed, such trees will be replaced on-site with an equivalent number of specimen trees (48" box or larger) to be incorporated into the landscaping treatment of the Specific Plan area. These replacement trees are in addition to normal tree planting requirements.

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**Walker Street Streetscape
Cross Section E**

Note: Additional R/W dedication required as necessary to maintain minimum parkway width, measured from curb line after final improvements.

Source: EDAW

Scale: 1" = 12'

RB Robert Bein, William Post & Associates
2/90

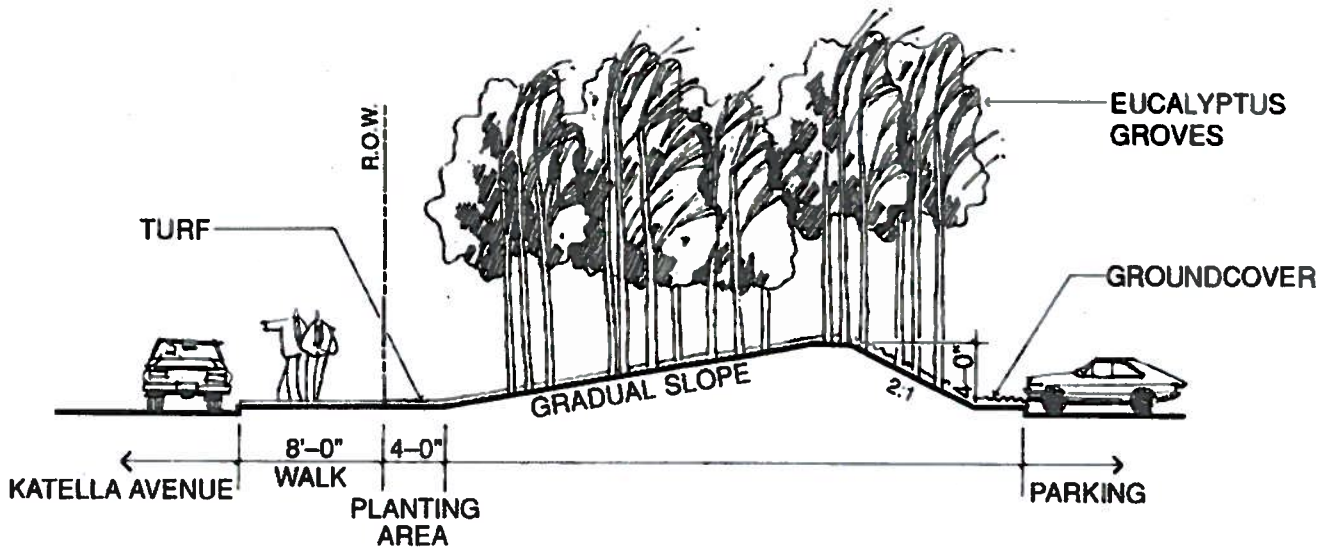
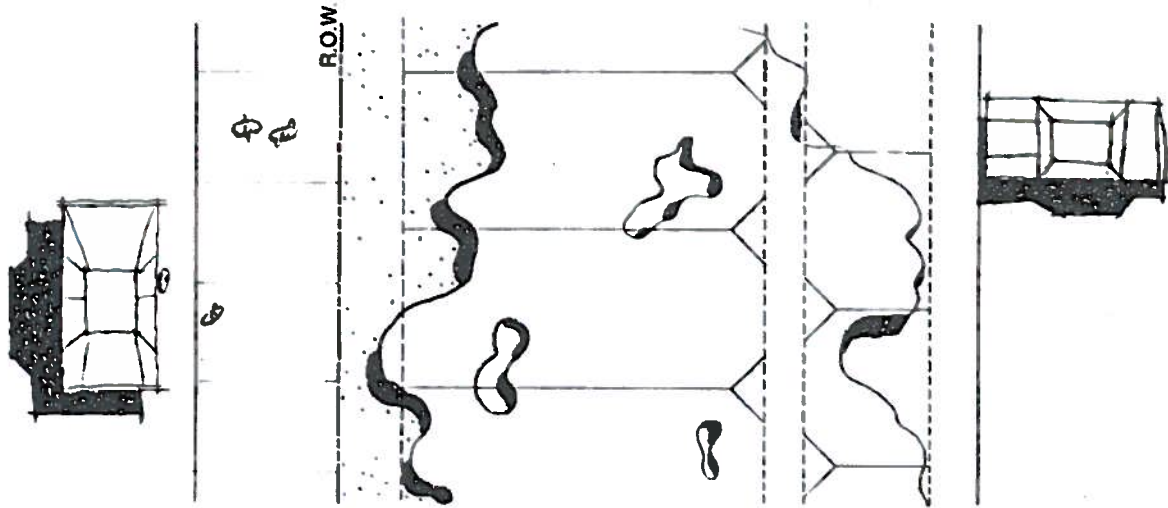
JN 026008-2830

Typical Landscape Plan Views and Cross-Sections

Ⓔ

Exhibit 15

CYPRESS BUSINESS & PROFESSIONAL CENTER
 — CITY OF CYPRESS —



Walker Street at Corner of Katella Avenue
 Cross Section F

ⓕ

Typical Landscape Plan Views and Cross-Sections

Source: EDAW

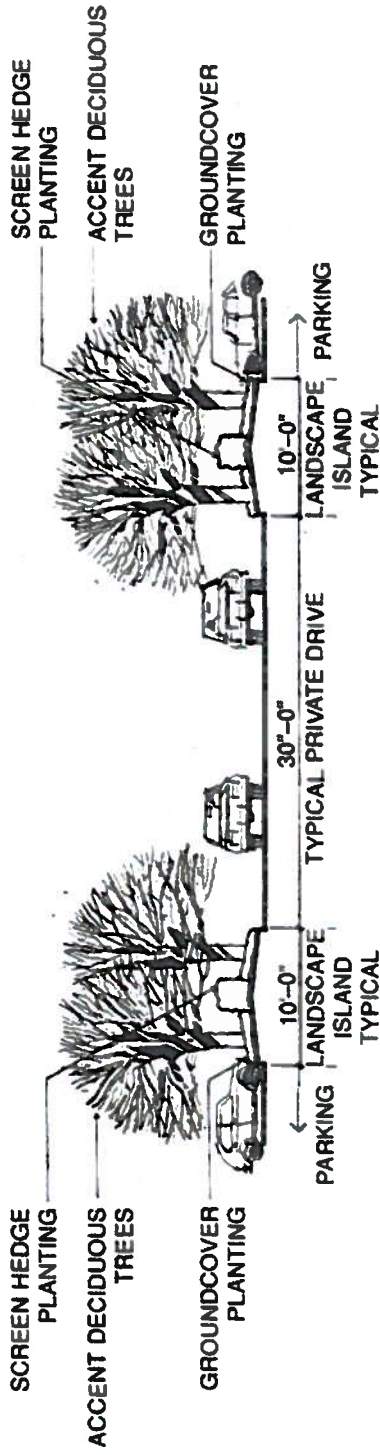
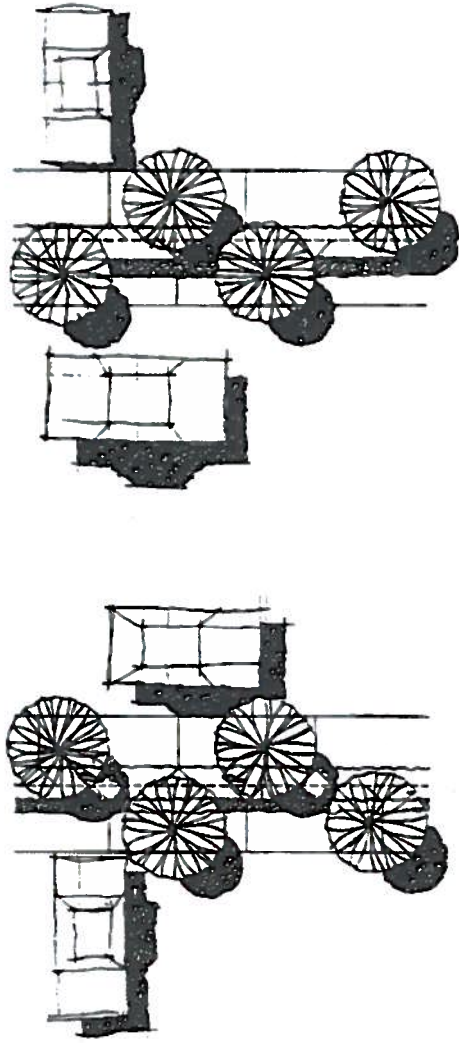
Scale 1" = 12'

RBW Robert Bein, William Frost & Associates
 2/90 JN 026008-2830

Exhibit 16

CYPRESS BUSINESS & PROFESSIONAL CENTER

CITY OF CYPRESS



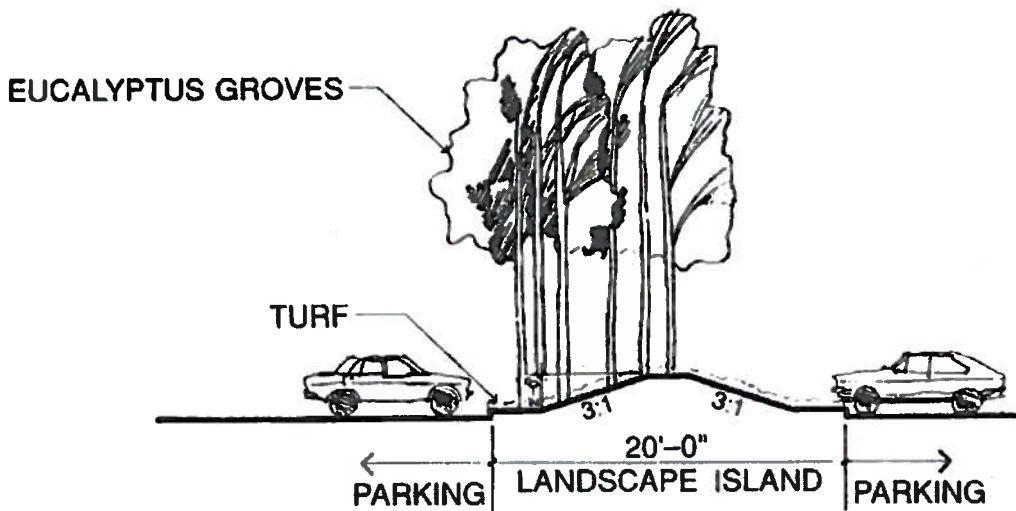
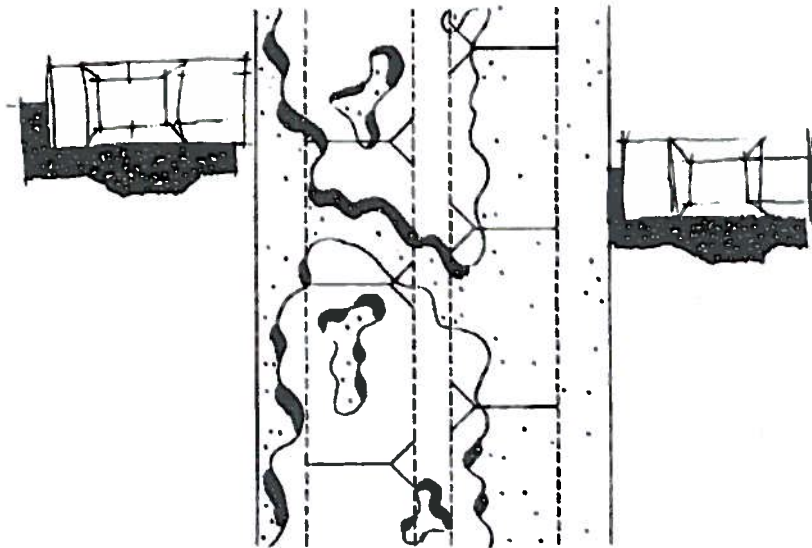
Typical Internal Driveway
Cross Section 1

①

Source: EDAAW

Scale: 1" = 12'

CYPRESS BUSINESS & PROFESSIONAL CENTER
 — CITY OF CYPRESS —



Typical Edge between Racetrack and Business Park
Cross Section J

J

Source: EDAW

Scale 1" = 12'

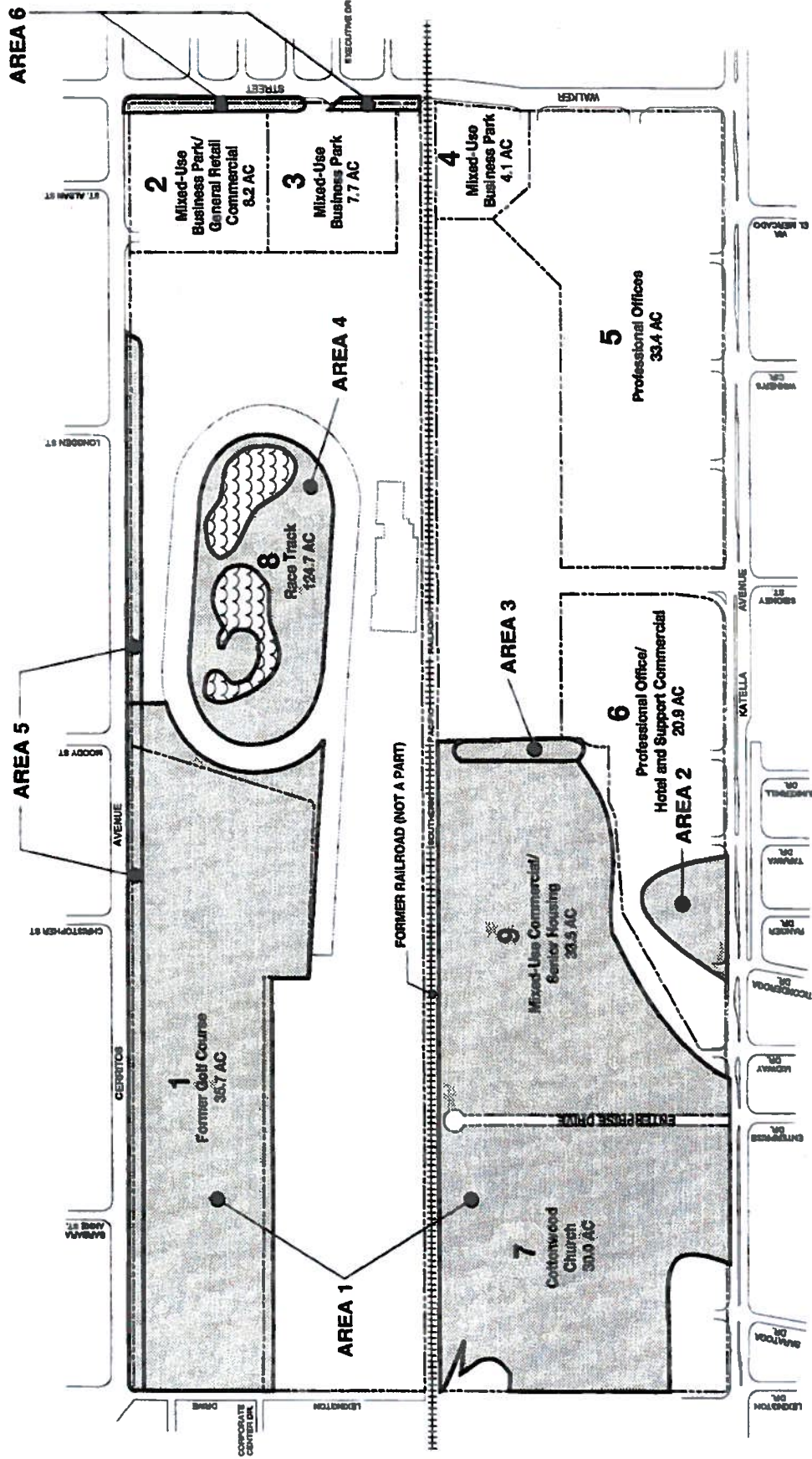
Typical Landscape Plan Views and Cross-Sections

RB Robert Bein, William Post & Associates
 2/90 JN 026008-2830

Exhibit 20

CYPRESS BUSINESS & PROFESSIONAL CENTER

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AREA 1	All Trees in Former Golf Course
AREA 2	Eucalyptus, Pepper, Olive, Canary Island Palm
AREA 3	Olive
AREA 4	Mexican Fan Palm
AREA 5	Eucalyptus
AREA 6	Eucalyptus



Table 3
EXISTING VEGETATIVE SPECIES

<u>Botanical Name</u>	<u>Common Name</u>
Trees	
Acacia melanoxylon	Blackwood Acacia
Alnus rhombifolia	White Alder
Callistemon citrinus	Lemon Bottlebrush
Callistemon viminalis	Weeping Bottlebrush
Corodyline australis	Corodyline
Cyressocyparis sempervirens	Italian Cypress
Eucalpytus camaldulensis	Red Gum
Eucalpytus leucoxylon	White Ironbark
Eucalpytus polyanthemos	Silver Dollar Gum
Eucalpytus sideroxylon	Red Ironbark
Eucalpytus viminalis	Manna Gum
Juniperus californica	California Juniper
Ligustrum lucidum	Glossy Privet
Olea europaea	Evergreen Olive
Phoenix dactylifera	Date Palm
Pistacia chinensis	Chinese Pistache
Platanus racemosa	California Sycamore
Populus nigra 'Italica'	Lombardy Poplar
Salix babylonica	Weeping Willow
Schinus terebinthefolius	Brazilian Pepper
Ulmus parvifolia	Chinese Elm
Washingtonia robusta	Mexican Fan Palm
Shrubs	
Cyperus papyrus	Papyrus
Hakea suaveolens	Sweet Hakea
Liqustrum japonicum	Waxleaf Privet
Melaleuca linariifolia	Flaxleaf Paperback
Nandina domestica	Heavenly Bamboo
Nerium oleander	Oleander
Raphiolepis indica	Indian Hawthorn
Groundcover	
Cynodon dactylon	Bermuda Grass
Eriogonum fasciculatum	California Buckwheat
Festuca elatior	Tall Fescue
Lilium spp.	Lily
Malephora luteola	Ice Plant
Osteospermum barberae	African Daisy
Sparteum junceum	Spanish Broom

Table 4
LANDMARK TREES

<u>Area</u>	<u>Number of Trees</u>	<u>Botanical</u>	<u>Common Name</u>	<u>Location</u>
1	160	Eucalyptus	Eucalyptus	All trees at former Golf Course
	130		Bottle Brush	
	51		Ash	
	28		Leilandi Juniper	
	20	Washington robusta	Mexican Fan Palm	
	16		Elms	
	11		California Pepper	
	10	Salix Babylonica	Willow	
	8		Sycamore	
	5	Cupania	Carrotwood	
	5	Poplus	Cottonwood	
	3		King Palm	
	2		Pine Monterey	
	1		Privit	
	1		Pittosporum	
	1		Cocos Plamosa	
	11	Olea Europaea	Olive	
2	17	Eucalyptus	Eucalpytus	Vessels Property
	8		Pittosporum	
	8	Olea Europaea	Olives	
	3		Washington robusta	
	4		Mexican Palm	
	2		Ash	
	2		California Peppers	
	1		Myraporum	
	1		Crepe Myrtle	
	1		Rubber Tree	
	1		Golden Rain	
	1		Magnolia	
	3	Phoenix Canariensis	Palm	Canary Island
3	13	Olea Europaea	Olive	At Race Track
4	33	Washington robusta	Mexican Fan Palm	All Trees in Los Alamitos Infield
5	327	Eucalyptus	Eucalpytus	Cerritos Along Former Golf Course and Race Track
6	60	Eucalpytus	Eucalpytus	Walker between Cerritos and RR Track
TOTAL		1,001		

SOURCE: City of Cypress, Cypress Special, 1971.

8. Hardscapes

The hardscape elements of the Specific Plan area can be separated into lighting, street furniture, monumentation (signage) and walls. These features will be incorporated into the overall design of the Specific Plan area including the following features: light fixtures, bollards, benches, trash receptacles, planters, walls and fences. A coordinated and consistent visual physical connection will be achieved between buildings and landscaping materials through the creative use of hardscape elements (where appropriate).

The materials utilized for these features shall be coordinated with the architectural design of the structures. Building materials to be used as key hardscape elements are as follows:

a. Lighting

The following application of lighting shall be permitted:

- On-site street/parking lot light standards.
- Pedestrian sidewalks/transition zones (bollard lights).
- Landscape accent lights/spot or flood lights concealed to reduce glare).
- Lighting for signage and monumentation (concealed to reduce glare).
- Building exteriors (spot or flood lights concealed to reduce glare).

In addition: Parking lot fixtures shall have an overall maximum height of twenty four (24) feet. Walkway lighting fixtures shall have an overall maximum height of ten (10) feet. Security lighting fixtures shall not project above the fascia or roof line of the building and shall be shielded. The shields shall be painted to match the surface to which attached. The owner shall submit cuts of exterior light fixtures and shall show their location on the plan for review by the Planning Division of the Community Development Department.

- Lights shall not be placed to cause glare or light spillage on neighboring sites. A uniform light color is preferred for the area. The use of high pressure sodium lights is encouraged.
- All parking lot and driveway lighting should provide uniform illumination. Accent illumination is recommended at key points such as entrances, exits, loading zones and drives.
- The design of light fixtures and its structural support shall be architecturally compatible with the surrounding buildings.

b. Street Furniture

There is an unlimited type of street furniture that would be acceptable for use within the Specific Plan area.

Those features include: light standards, lighting of pedestrian walks, trash receptacles, benches, bus shelters, and container plantings. Approval regarding materials and consistency must be obtained from the Design Review Committee.

c. Walls/Fences

The walls and fences within the Specific Plan area shall also be consistent with the architectural materials of the structures.

The following materials shall be allowed for walls and fences subject to Design Review:

- Wrought Iron, or equivalent tubular steel
- Concrete masonry: integral color (consistent with building color)
- Brick
- Concrete: textured, brushed, hammered, rock salt, sandblasted, integral color (consistent with building color)
- Stucco; integral or painted color (consistent with building color).

d. Restrictions on Materials

Screen walls or fences of sheet or corrugated iron, steel, aluminum, asbestos, or security chain-link fencing are specifically prohibited.

Screen walls which face a street shall be designed to appear as an integral part of the building, by using the same materials.

VIII. Specific Plan Implementation

VIII. SPECIFIC PLAN IMPLEMENTATION

A. *PURPOSE*

This section provides guidance as to the implementation of the policies, guidelines and standards included in this Specific Plan document. The Cypress Business and Professional Center development will be implemented by processing projects to insure conformity with the Specific Plan regulations and responsiveness to applicable guidelines.

The basic procedures specified for processing projects are 1) site plan review procedures for each individual project, and 2) tentative parcel or tract maps for the processing of any project requiring the creation of lots.

In addition, general administrative rules are specified in order to properly relate this Specific Plan to provisions within the Cypress Municipal Code.

B. *SITE PLAN REVIEW PROCEDURES*

This Specific Plan shall be implemented through a method of site plan review. A site plan shall be required for all development within the Specific Plan area requiring a building permit. Site plan review will not be required for interior alterations where there is no square footage increase or use intensification.

All proposed projects within the Specific Plan area shall be required to have an approved site plan prior to issuance of building permits or concurrent with subdivision, conditional use permit, architectural design review or any other municipal permit for the property. The requirement for site plan review for subdivision maps when no developer plan for the site is proposed is satisfied by submitting to the City a site plan with only information relating to any existing use being made of property. The site plan review procedure is necessary for the following reasons:

1. To ensure consistency with the intent of this Specific Plan for the business park area.
2. To encourage innovative commercial and senior housing design and development.
3. To assure substantial long range compliance with the General Plan.
4. To promote the highest contemporary standards of site design.
5. To adapt to specific or special development conditions that occur from time to time while continuing to implement this Specific Plan.
6. To facilitate complete documentation of land use entitlements authorized and conditions pertinent thereto.
7. To promote a sense of identity within the Specific Plan area that is consistent through the project and provides a link to the race track to preserve a visual view corridor to the race track facility.

1. **Procedures**

The Site Plan, which shall include plans, drawings, illustrations, designs, reports and other detailed information as required herein, shall be submitted to the City Staff for review and comment. Applicants are encouraged to submit preliminary plans for review and comment by the Planning Division of the Community Development Department prior to the final preparation of a Site Plan. Comment from other City departments and service agencies shall be sought by the Planning Staff prior to preparing a recommendation on the finalized Site Plan. The applicant may be required to reimburse the City for the costs associated with security consultants'

services which, at the discretion of the Police Chief, may be necessary to review a site plan with the intent of minimizing potential crime problems.

Applicants should insure that they have obtained a copy of the design guidelines contained within this Specific Plan. This will assist the developer in achieving consistency with this Specific Plan and generally facilitate a quality project.

Upon determination that a Site Plan complies with the provisions of the Specific Plan by the Design Review Committee (consisting of the Directors of Community Development and Public Works as well as the Staff Planner) the Planning Staff shall prepare a staff report with recommendations which shall be submitted along with the Site Plan to the City Council at the earliest possible regular meeting. The City Council shall approve, deny or conditionally approve the Site Plan.

2. Environmental Determination

The Site Plan Review process is discretionary, not ministerial, and is therefore subject to the requirements of the California Environmental Quality Act (CEQA). However, a Master EIR, Supplemental EIR, and Subsequent EIR have been prepared in conjunction with this Specific Plan and will be applicable to future development of the Specific Plan area. Therefore, projects shall require either no further environmental documentation, or in special cases, only very focused environmental analysis and action as documented in Section 15162 of the CEQA guidelines.

Upon submittal by the applicant, or any successor-in-interest to the subject property, of a development application, City Staff shall review the same and determine if the proposed development conforms to the development assumptions made in the EIR project description and utilized throughout the analysis in the EIR. Should the City determine that the proposed development does not conform to the development assumptions made in the EIR's project description and utilized in the EIR analysis, even though the proposed development is consistent with this Specific Plan, the application shall not be approved until such time as additional environmental impacts, if any, are identified, analyzed, and the appropriate level of environmental review is complete.

3. Time Limitation

Site Plan approval in accordance with this policy, shall be valid for a period of one year plus extensions pursuant to the Cypress Municipal Code. If construction of a project does not commence within that period and proceed with due diligence thereafter, the approval of the Site Plan shall be terminated and an additional submittal, review and approval process will be required.

4. Minor Development Standards Adjustments

The purpose of a Minor Specific Plan Development Standard Adjustment procedure is to provide a simplified means of considering minor deviations from certain development standards set forth in this Specific Plan which are not detrimental to the public health, safety or welfare. Any person, firm, corporation or other entity may apply in writing to the Design Review Committee for a minor development standard determination in the provisions contained in this Specific Plan. Applications for minor adjustments shall be limited to any of the following:

- a. A reduction in lot, yard or setback, or building area requirements by not more than ten percent (10%) of that otherwise specified in this Specific Plan.
- b. Increase the total building floor area maximum within the Specific Plan area by not more than ten percent (10%).
- c. A reduction in parking requirements by not more than ten percent (10%).

- d. A minor modification to Architectural or Landscape Architecture Guidelines contained in Section VII.

The decision of the Design Review Committee may be appealed to the City Council in accordance with the procedure set forth in Section 27 of the Zoning Ordinance.

5. Requirements for Site Plan

A Site Plan shall consist of plans, drawings, illustrations, designs, and any other detailed information as required to determine compliance with the provisions of the

Specific Plan and responsiveness to the Design Guidelines, when development plans for the property are proposed. The following list of plans and information is required:

- a. All applicable tentative tract maps or tentative parcel maps.
- b. A physical description of the site, including boundaries, easements, existing topography, natural features, existing buildings, structures and utilities.
- c. Location, grades, widths and types of improvements proposed for all streets.
- d. A site plan depicting the location of all structures, landscape and hardscape areas, parking areas, walks, internal circulation, access, adjacent streets, sign type and placement and fence-wall type and placement. In addition, elevations (for all sides), a materials board and one set of colored elevations shall be required as part of site plan review.
- e. Description of the extent to which design guidelines have been incorporated into the plan.
- f. A tabulation of square footage, area devoted to parking, number of parking spaces, landscape coverage, building coverage and building or other structure heights.
- g. Such applications and environmental assessment forms as are provided by the City Staff.

6. Mandatory Findings for Approval of a Site Plan

The Design Review Committee (consisting of the City of Cypress Director of Community Development, Director of Public Works and the Staff Planner assigned to the project) shall make the following written findings before recommending approval, conditional approval or denial of any Site Plan.

- a. The proposed project is compatible with the intent and purpose of this Specific Plan.
- b. Development of the Site Plan will not have an adverse impact on the public health, safety, interest, convenience or the general welfare.
- c. The Site Plan is compatible with the intent and purpose of the regulations and design guidelines in this Specific Plan.

C. PHASING PLAN

This section of the Specific Plan provides the potential timing and sequence of development within the project area. There are many factors that contribute to the eventual pattern of development including the following: adequate level of infrastructure; market considerations; financing, and land use.

This Specific Plan area has been separated into Planning Areas contained in five potential phases based on the above considerations. (See Exhibit 22). The approximate acreages for each phase have been broken down in Table 5.

It is the primary intention of the Phasing Plan to relate infrastructure requirements to proposed development. While a sequence is implied, this Phasing Plan is a guideline only and does not mandate any particular order of development, nor dictate any required phasing of the infrastructure improvements. The actual phasing of development will be dictated by numerous factors such as market conditions and financing considerations which are not predictable at this time. The Specific Plan provides for this flexibility because the actual sequence of development may be affected by numerous factors not predictable at this time.

Inasmuch as the developers in the Specific Plan area may alter the phasing plan, the City of Cypress may alter its requirements for construction of supporting infrastructure. Based on Exhibit 22, the public infrastructure and land use improvements may be constructed as follows.

During initial phases of project development, Planning Areas 2, 3, and 4 will be utilized for race track parking.

Phase I:

- Professional Office, Hotel and Support Commercial Uses in Planning Areas 5 and 6.
- Cottonwood Church (Planning Area 7).
- Sewer system to support Phase 1 (per Exhibit 4).
- Entire water system (per Exhibit 5).
- Drainage System to support Phase 1 (per Exhibit 6).

Phase II:

- Mixed-Use Business Park uses in Planning Area 4.
- Remainder of Sewer System.
- Drainage System to support Phase II (per Exhibit 6).

Phase III:

- Mixed-Use Business Park/General Retail Commercial Uses in Planning Area 2.
- Drainage System to support Phase III (per Exhibit 6).

Phase IV:

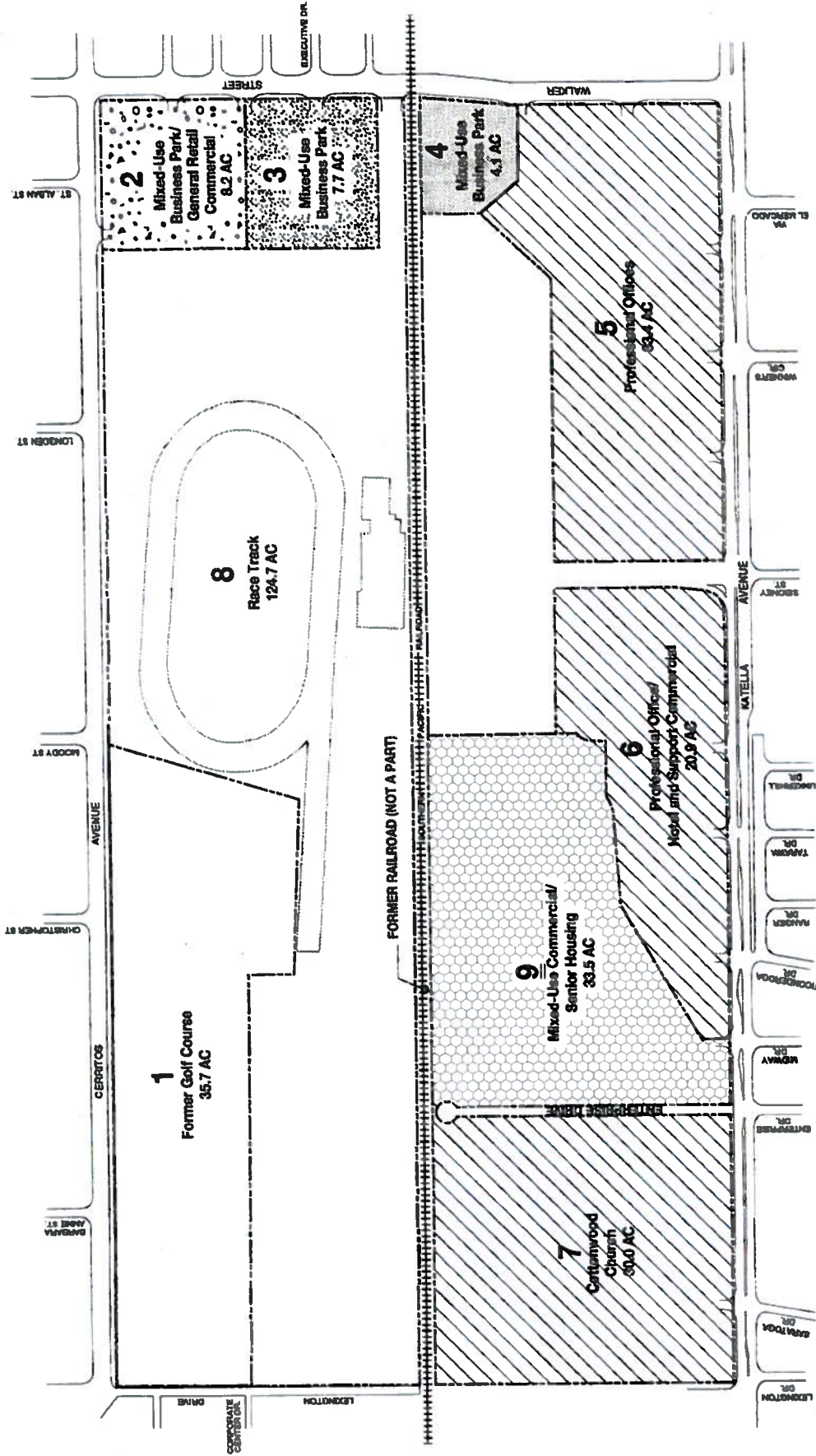
- Mixed-Use Business Park Uses in Planning Area 3.
- Drainage System to support Phase IV (per Exhibit 6).

Phase V:

- Mixed-Use Commercial/Senior Housing in Planning Area 9.

CYPRESS BUSINESS & PROFESSIONAL CENTER

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- Phase I (diagonal lines)
- Phase II (initially to be used for race track parking)
- Phase III (initially to be used for race track parking)
- Phase IV (initially to be used for race track parking)
- Phase V (Planning Area B)



- Drainage System to support Phase V (per Exhibit 6).

As noted, the actual phasing and construction of infrastructure may change subject to the actual sequence of development within each phase and the construction of the storm drainage system could occur on a multi-phase basis. However, infrastructure phasing must be reasonably acceptable to the Director of Public Works.

Table 5
PHASING PLAN SUMMARY

<u>Phasing</u>	<u>Approximate Acres</u>
I Professional Office Hotel & Support Retail	54.3
Cottonwood Church	30.0
II Mixed-Use Business Park	4.1
III Mixed-Use Business Park/ General Retail Commercial	8.2
IV Mixed-Use Business Park	7.7
V Mixed-Use Commercial/ Senior Housing	33.5
	137.8 acres*

* Approximate development area, which totals 298.2 acres minus the 124.7 acres of land in Planning Area 8 and the 35.7 acres of land in Planning Area.

D. ENFORCEMENT

This Specific Plan shall be administered and enforced by the City of Cypress Planning Division of the Community Development Department in accordance with the provisions of the Cypress Municipal Code.

Certain changes to explicit provisions in this Specific Plan may be made administratively by the Community Development Director, subject to appeal to the City Council. These changes include:

1. The determination that a use (not building square footage) be allowed which is not specifically listed as permitted but which may be determined to be similar in nature to those uses explicitly listed as permitted.
2. The transfer of land use from one planning area to another if the following findings are made:
 - a. The transfer meets the design and land use concepts of the overall intent of this Specific Plan.
 - b. Adequate facilities and service/parking requirements.
 - c. Such transfers are recorded in accordance with the monitoring program for the subject properties and the planning unit table.
 - d. Provide that commercial retail uses shall be located to maximize exposure and accessibility.
3. The addition of new information to the Specific Plan maps or text does not change the effect of any concepts or regulations.
4. Changes to the infrastructure such as circulation, drainage, water and sewer systems which do not have the effect of materially increasing or decreasing development capacity in the Specific Plan area, nor change the concepts of this Specific Plan.

E. SUBDIVISION

The City of Cypress Subdivision Ordinance shall govern subdivision within the Specific Plan area. Development within the Specific Plan area requires approval of subdivision maps where properties are to be separately financed, sold, leased, or otherwise conveyed. The subdivision map will allow for phasing of development and the creation of parcels for the various land uses and future ownerships within the project site. Further division of parcels for such developments as condominium offices, would also be subject to the provisions contained in the Subdivision Ordinance. The approval of subdivision maps would set forth the various conditions necessary to ensure the improvement of streets, utilities, drainage features and other City requirements.

F. AMENDMENT PROCEDURES

This Specific Plan may be amended at any time in the same manner and by the same process by which the Specific Plan was originally adopted. Said amendment or amendments shall not require a concurrent general plan amendment unless, by determination of the Planning Director or higher authority, the General Plan goals, objectives, policies or programs would be substantially affected by the proposed change.

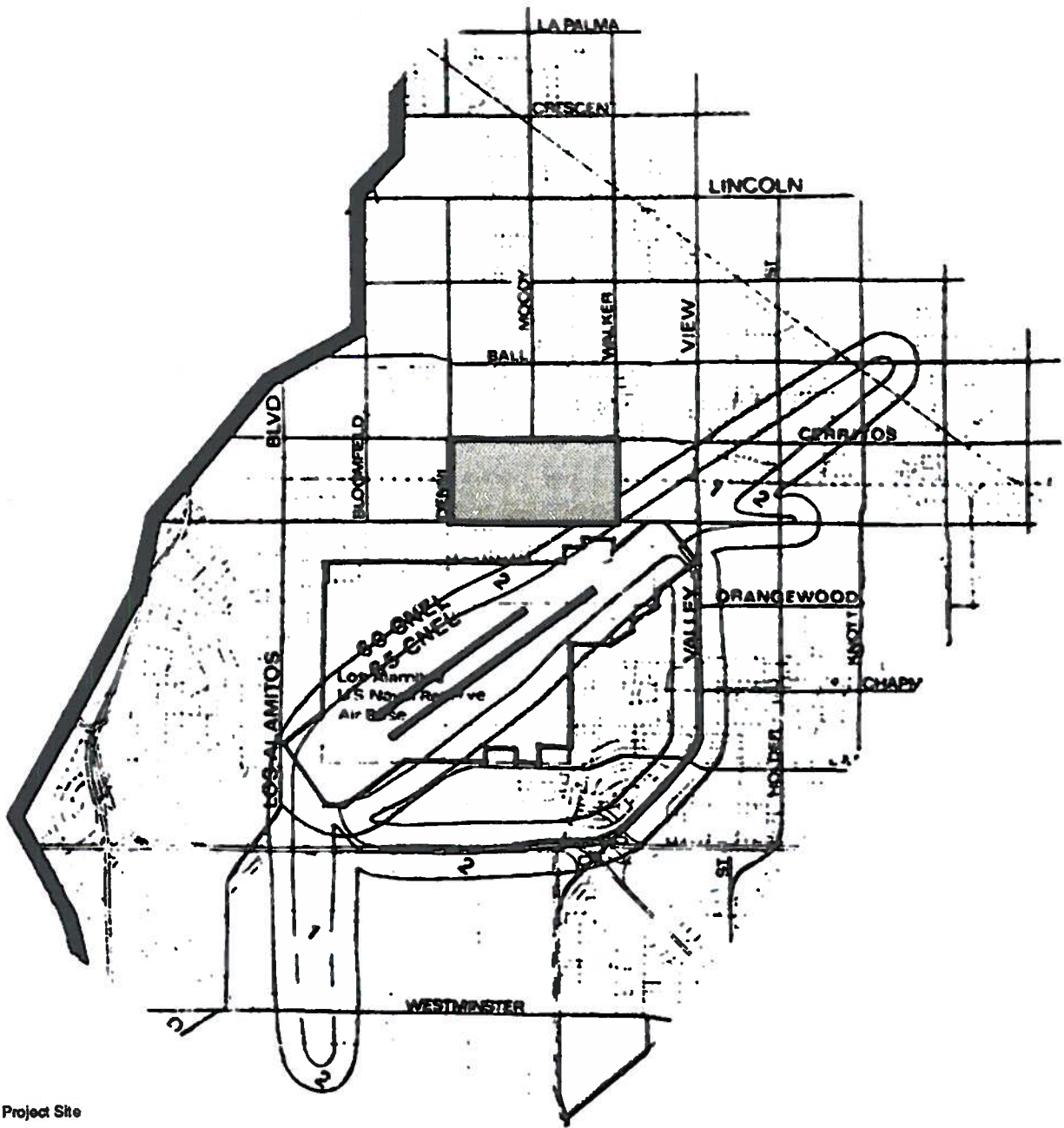
G. RELATIONSHIP TO THE AIRPORT ENVIRONS LAND USE PLAN




The Specific Plan area is located in proximity to the Joint Forces Training Base. The southern boundary of the project site is within 2600 feet of the end of the runway at the Joint Forces Training Base.

Therefore, it is within the AFRC planning area established by the Airport Land Use Commission for Orange County. The Airport Environs Land Use Plan (AELUP) establishes guidelines for the

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— CITY OF CYPRESS —



-  Project Site
-  1 High Noise Impact
-  2 Moderate Noise Impact

Source: DeRevere Partnership



Robert Bein, William Frost & Associates
2/90 JN 026008-2830

Airport Environs Contour Map (AFRC Los Alamitos)

Exhibit 23

development of airport environs in Orange County or promote the compatibility of such developments with the airport planning area.

Airport Noise

The project boundaries are depicted on the Community Noise Equivalent Level (CNEL) contour map from the Airport Environs Land Use Plan (Exhibit 23). As shown, the southeast corner of the project site is between the 60 and 65 CNEL. These noise levels are in the "clearly acceptable" category established by the Federal Department of Housing and Urban Development for office, industrial and retail uses.

The AELUP identifies the area between the 60 and 65 CNEL contours as Noise Impact Zone "2". Section 3.2.2 of the AELUP recommends that residential development be sufficiently sound attenuated to achieve a 45 CNEL standard. This Specific Plan involves office, commercial, and senior housing development. This includes a proposed Hotel site and State law requires that hotel guest rooms be sound attenuated to meet an interior standard of 45 CNEL. No restrictions on office, industrial or retail development are recommended. Structures shall be sound attenuated against the combined input of all present and projected exterior noise to meet the following interior noise criteria:

<u>Typical Use</u>	<u>Interior Noise Level L(eq)*12**</u>
Hotel (guest rooms)	45 CNEL***
Senior Housing	45
School, private office (1), church sanctuary, boardroom, conference room etc.	45
General office (2), reception, clerical etc.	50
Bank lobby, retail store, restaurant, typing pool, etc.	55
Manufacturing, kitchen, warehousing, etc.	65

* L(eq) is the equivalent sound level for a specified time period in dB(A).

** Measured from 7:00 am to 7:00 pm or other appropriate, approved period.

*** Per State Law.

1. An enclosed office intended for use by an individual.
2. An open office intended to have more than one work station.

Conclusion

All Specific Plan building shall be constructed in accordance with the AELUP noise criteria as stated.

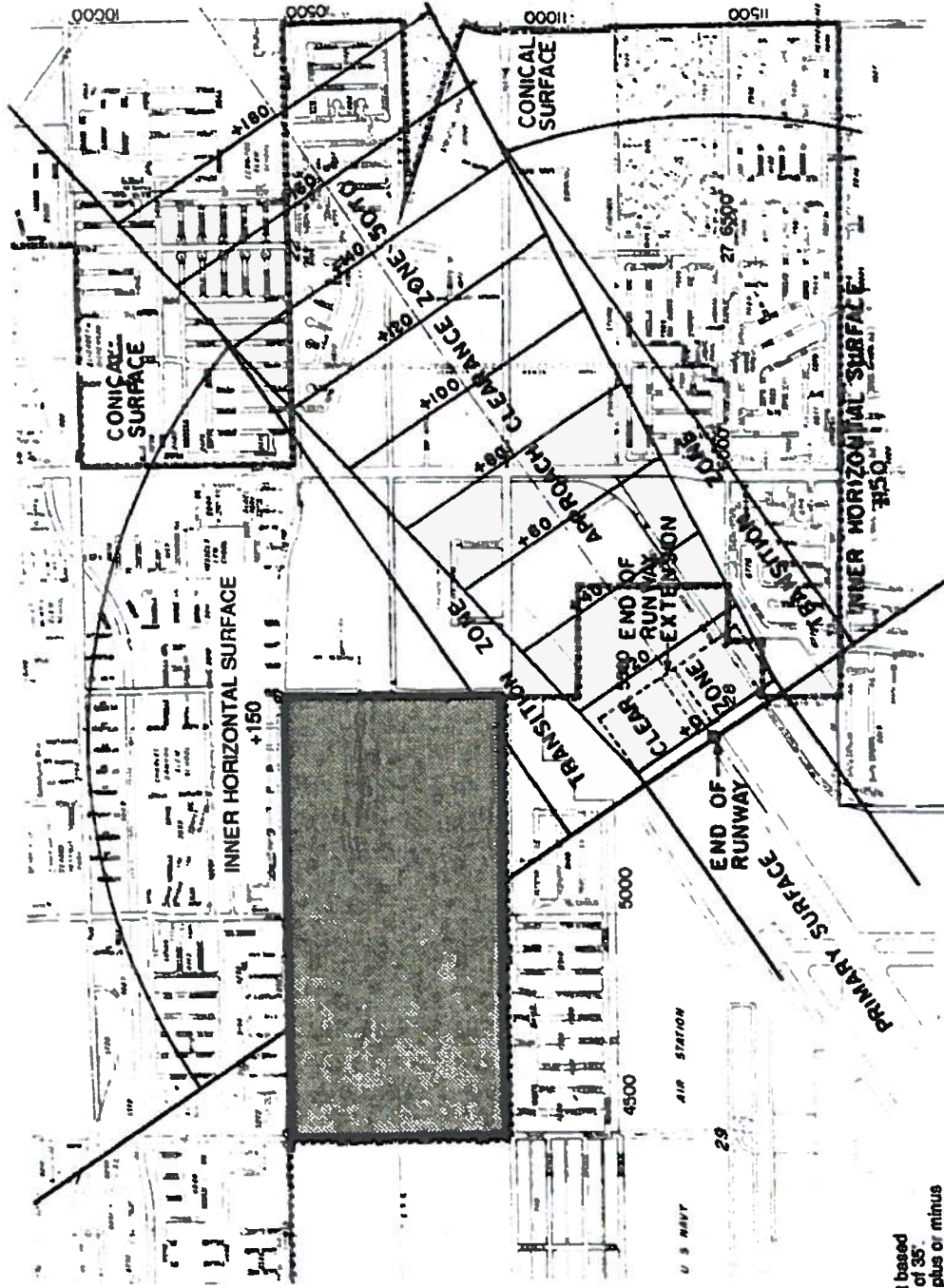
Accident Potential

The AELUP makes the following statement with respect to accident potential zones at the Joint Forces Training Base in Los Alamitos:

An analysis of the ten-year accident history and the operational characteristics of [the Joint Forces Training Base], Los Alamitos, was conducted in accordance with the adopted AICUZ methodology. The analysis revealed that only Accident Potential Zone "A" was justified. However, the limits of this zone barely extended beyond the boundaries of the air station. Consequently, the Commission decided not to designate accident potential zones around [the Joint Forces Training Base], Los Alamitos, and none appear on the map.

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-  Project Site
-  Slope Height (Height based on runway elevation of 35'. Actual height will be plus or minus elevation difference from 35')



Robert Bein, William Post & Associates

2/80 JN 026008-2830

50 to 1 Clearance Surface for Approval by FAA

Exhibit 24

Conclusions

The proposed project is not in an accident potential zone and is compatible with the Joint Forces Training Base from an accident potential standpoint.

Building Heights

The ALUC has adopted Part 77, "Objects Affecting Navigable Airspace", of the Federal Aviation Regulations (FAR) to describe the ultimate height of structures under the imaginary surfaces" as defined in FAR Part 77. Based on a preliminary interpretation of FAR Part 77 restrictions, it appears that building heights may be a major concern with respect to this Specific Plan, since the project is located within the Instrument approach area for the Joint Forces Training Base.

Although no specific building location or design information has been developed at this stage of the planning process, all future development will comply with the restrictions of FAR Part 77. No buildings will be allowed which penetrate the imaginary surfaces pertaining to hazards or obstructions, per FAR Part 77 and other applicable FAA standards, such as the Terminal Instrument Procedures (TERPS) (Exhibit 24).

Conclusions

Since the AELUP adopts the FAR Part 77 imaginary surfaces and this Specific Plan will comply with FAR Part 77, the Specific Plan and all future specific development proposals will be consistent with the AELUP, with respect to building heights.

H. MITIGATION MONITORING - AB 3180

On January 1, 1989, AB 3180 was passed into law in California. This law requires all lead agencies to adopt reporting or monitoring programs when they adopt findings for environmental impact reports (EIRs) or mitigated negative declarations prior to the approval of a project that requires environmental mitigation under the California Environmental Quality Act (CEQA). This law filled what had been a gap in the environmental review process required by CEQA. After a project is approved, mitigation measures are often neglected due to the lack of an organized monitoring and implementation process.

This Specific Plan was prepared in conjunction with a Subsequent Environmental Impact Report which identified impacts resulting from the proposed project and developed mitigation measures. As lead agency, the City of Cypress will implement the monitoring program for the approved mitigation measures. To assist in this monitoring effort, a Mitigation Monitoring Program was developed by the City as part of EIR findings and has been attached to this Specific Plan in Section IX.F, below.

IX. Appendix

IX. APPENDIX

A. LAND USE PLANS COMPARISON

	Cypress Downs July 1988	Cypress Plaza September 1986	Cypress Business & Professional Center- Feb 1990	Amended and Restated Specific Plan – 2012
Land Use	Acres/ Sq. Ft.	Acres/ Sq. Ft.	Acres/ Sq. Ft	Acres/ Sq. Ft
Business Park	-	72.82/2,064,482	-	-
Churches/Schools	31.36/180,000	-	-	30/-
Mixed-Use Business Park	55.16/1,153,425	45.58/992,296	11.8/239,935	11.8/239,935
Professional Office	46.45/1,214,017	15.98/417,653	33.4/873,000	33.4/873,000
Professional Office & Hotel & Support Commercial	8.00/209,088	5.60/146,361	21.2/554,083	20.9/546,242
General Retail Commercial/ Mixed-Use Business Park	14.02/152,678	10.00/100,000	8.2/160,736	8.2/160,736
Streets	12.93/ -	10.59/ -	2.34/ -	No new streets added
Golf Course	-	-	93.6	-
Former Golf Course	-	-	-	35.7
Mixed-Use Commercial/ Senior Housing*	-	-	-	33.5/875,556
Race Track	-	-	130/-	124.7/-
TOTAL	167.92/2,909,208	160.57/3,720,892	298.2/1,827,754	298.2/2,695,469


*The Mixed-Use Commercial/Senior Housing portion of the Specific Plan area (Planning Area 9) shall have a maximum density of 20 dwelling units per acre with respect to senior housing.

B. *LEGAL DESCRIPTION*

SURVEYOR'S STATEMENT:

TO HOLLYWOOD PARK REALTY ENTERPRISES, FIRST AMERICAN TITLE COMPANY;

I HEREBY CERTIFY THAT (i) I AM A PROFESSIONAL LAND SURVEYOR, (ii) THIS INSTRUMENT SURVEY WAS MADE IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS", JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND ACSM IN 1986, AND MEETS THE ACCURACY REQUIREMENTS OF A "CLASS A" LAND TITLE SURVEY, AS DEFINED THEREIN, (iii) THIS SURVEY ACCURATELY SHOWS ALL MATTERS REQUIRED FOR AN ALTA/ACSM "CLASS A" LAND TITLE SURVEY, (iv) THIS SURVEY ACCURATELY SHOWS ALL OF THE MATTERS REQUIRED TO BE SHOWN ON THIS SURVEY AS SET FORTH IN THE SCHEDULE OF SURVEY REQUIREMENTS ATTACHED TO AND MADE A PART OF THIS SURVEY AND THIS SURVEY CERTIFICATION, AND (v) THIS SURVEY ACCURATELY SHOWS ALL OTHER SIGNIFICANT ITEMS ON THE SUBJECT PROPERTY.



DAVID H. WILLIAMS L.S. 4131
EXPIRATION DATE: JUNE 30, 1992.

7-11-89
DATE



LEGAL DESCRIPTION:

ALL THAT CERTAIN LAND SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF ORANGE, CITY OF CYPRESS, DESCRIBED AS FOLLOWS:

PARCEL 1:

THE SOUTH HALF OF SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS ALAMITOS, AS SHOWN ON MAP NO. 2, ATTACHED TO THE FINAL DECREE OF PARTITION OF SAID RANCHO, A CERTIFIED COPY OF WHICH WAS DATED FEBRUARY 2, 1891 AND RECORDED MARCH 21, 1891 IN BOOK 14, PAGE 31 OF DEEDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM, THAT PORTION LYING WITHIN THE LINES OF THE SOUTHERN PACIFIC COMPANY RIGHT OF WAY AS DESCRIBED AS PARCEL 6 IN THE DEED DATED OCTOBER 17, 1896, RECORDED IN BOOK 29, PAGE 328 OF DEEDS.

ALSO EXCEPT THEREFROM, THE NORTHERLY 20.00 FEET OF THE SOUTHERLY 60.00 FEET, AS DESCRIBED IN THE DEEDS TO THE CITY OF CYPRESS, RECORDED JUNE 19, 1968 IN BOOK 8635, PAGE 191, AND BOOK 8635, PAGE 187, BOTH OF OFFICIAL RECORDS.

PARCEL 2:

THAT PORTION OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS ALAMITOS, AS SHOWN ON MAP NO. 2 ATTACHED TO THE FINAL DECREE OF PARTITION OF SAID RANCHO, A CERTIFIED COPY OF WHICH WAS DATED FEBRUARY 2, 1891 AND RECORDED MARCH 21, 1891 IN BOOK 14, PAGE 31 OF DEEDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER OF SAID SECTION 20; THENCE SOUTH 0° 11' 42" WEST 604.13 FEET ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER, TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 89° 52' 00" EAST 925.00 FEET TO THE NORTHEAST CORNER OF THE LAND DESCRIBED IN A DEED RECORDED MARCH 20, 1962 IN BOOK 6057, PAGE 488 OF OFFICIAL RECORDS; THENCE, ALONG THE BOUNDARY OF SAID DEED, SOUTH 0° 11' 42" WEST 281.39 FEET TO THE BOUNDARY OF THE LOS ALAMITOS RACE COURSE PROPERTY, AS DESCRIBED IN BOOK 4413,

PAGE 567 OF OFFICIAL RECORDS; THENCE, ALONG THE NORTHEASTERLY LINE OF SAID LOS ALAMITOS RACE COURSE PROPERTY, SOUTH 47° 15' 00" EAST 521.64 FEET AND SOUTH 89° 35' 20" 264.94 FEET; THENCE SOUTH 0° 12' 40" WEST 52.40 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF THE SOUTHERN PACIFIC RAILROAD CO., DESCRIBED AS PARCEL 6 IN A DEED RECORDED IN BOOK 29, PAGE 328 OF DEEDS OF SAID ORANGE COUNTY; THENCE WESTERLY ALONG SAID NORTHERLY RIGHT OF WAY, TO THE WESTERLY LINE OF SAID SOUTH HALF; THENCE NORTH 0° 11' 42" EAST ALONG SAID WESTERLY LINE, TO THE TRUE POINT OF BEGINNING.

PARCEL 3A:

THAT PORTION OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS ALAMITOS, AS SHOWN ON MAP NO. 2 ATTACHED TO THE FINAL DECREE OF PARTITION OF SAID RANCHO, A CERTIFIED COPY OF WHICH WAS DATED FEBRUARY 2, 1891 AND RECORDED MARCH 21, 1891 IN BOOK 14, PAGE 31 OF DEEDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 20, DISTANT NORTH 89° 48' 09" WEST 954.57 FEET FROM THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER; THENCE SOUTH 0° 12' 40" WEST 602.29 FEET, PARALLEL WITH THE EAST LINE OF SAID SOUTHEAST QUARTER, TO THE NORTHEAST CORNER OF THE LAND DESCRIBED IN THE DEED TO LOS ALAMITOS RACE COURSE, A CALIFORNIA CORPORATION, RECORDED JUNE 28, 1979 IN BOOK 13207, PAGE 683 OF OFFICIAL RECORDS; THENCE WESTERLY IN A DIRECT LINE TO THE NORTHWEST CORNER OF THE LAND DESCRIBED IN SAID LOS ALAMITOS RACE COURSE DEED; THENCE, CONTINUING NORTH 89° 52' 00" WEST TO A POINT ON THE WEST LINE OF SAID SOUTHEAST QUARTER, DISTANT SOUTH 0° 11' 42" WEST 604.13 FEET FROM THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER; THENCE NORTH 0° 11' 42" EAST 604.13 FEET TO SAID NORTHWEST CORNER; THENCE SOUTH 89° 48' 09" EAST 1686.53 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE LAND DESCRIBED IN THE DEED TO THE CITY OF CYPRESS, RECORDED FEBRUARY 3, 1972 IN BOOK 9989, PAGE 617 OF OFFICIAL RECORDS OF SAID ORANGE COUNTY.

PARCEL 3B:

THAT PORTION OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS ALAMITOS, AS SHOWN ON MAP NO. 2 ATTACHED TO THE FINAL DECREE OF PARTITION OF SAID RANCHO, A CERTIFIED COPY OF WHICH WAS DATED FEBRUARY 2, 1891 AND RECORDED MARCH 21, 1891 IN BOOK 14, PAGE 31 OF DEEDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 20, DISTANT NORTH 89° 48' 09" WEST 954.57 FEET FROM THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER; THENCE SOUTH 0° 12' 40" WEST 602.29 FEET, PARALLEL WITH THE EAST LINE OF SAID SOUTHEAST QUARTER, TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE, CONTINUING SOUTH 0° 12' 40" WEST 636.34 FEET; THENCE NORTH 89° 35' 20" WEST 62.00 FEET; THENCE SOUTH 0° 12' 40" WEST 52.22 FEET TO THE NORTHERLY LINE OF THE RIGHT OF WAY OF THE SOUTHERN PACIFIC RAILROAD CO., AS DESCRIBED AS PARCEL 6 IN THE DEED RECORDED OCTOBER 17, 1896 IN BOOK 29, PAGE 328 OF DEEDS; THENCE NORTH 89° 47' 48" WEST 50.00 FEET ALONG SAID NORTHERLY LINE; THENCE NORTH 0° 12' 40" EAST 52.40 FEET; THENCE NORTH 89° 35' 20" WEST 18.96 FEET; THENCE NORTH 0° 12' 40" EAST 635.77 FEET; THENCE EASTERLY 131.00 FEET, MORE OR LESS, IN A DIRECT LINE TO THE TRUE POINT OF BEGINNING.

PARCEL 4:

THAT PORTION OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS ALAMITOS, AS SHOWN ON MAP NO. 2 ATTACHED TO THE FINAL DECREE OF PARTITION OF SAID RANCHO, A CERTIFIED COPY OF WHICH WAS DATED FEBRUARY 2, 1891 AND RECORDED MARCH 21, 1891 IN BOOK 14, PAGE 31 OF DEEDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 20, NORTH 89° 48' 09" WEST 954.57 FEET FROM THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER; THENCE SOUTH 0° 12' 40" WEST, PARALLEL WITH THE EAST LINE OF SAID SOUTHEAST QUARTER, 602.29 FEET; THENCE SOUTH 89° 48' 09" EAST PARALLEL WITH THE NORTH LINE OF SAID SOUTHEAST QUARTER, 601.18 FEET; THENCE NORTH 0° 12' 40" EAST, 602.29 FEET TO THE NORTH LINE OF SAID SOUTHEAST QUARTER; THENCE NORTH 89° 48' 09" WEST ALONG THE SAID NORTH LINE, 601.18 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE LAND DESCRIBED IN THE DEED TO THE CITY OF CYPRESS, RECORDED FEBRUARY 3, 1972 IN BOOK 9989, PAGE 617 OF OFFICIAL RECORDS OF SAID MAP.

PARCEL 5:

THAT PORTION OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS ALAMITOS, AS SHOWN ON MAP NO. 2 ATTACHED TO THE FINAL DECREE OF PARTITION OF SAID RANCHO, A CERTIFIED COPY OF WHICH WAS DATED FEBRUARY 2, 1891 AND RECORDED MARCH 21, 1891 IN BOOK 14, PAGE 31 OF DEEDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER; THENCE ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER, NORTH 89° 48' 09" WEST 954.57 FEET; THENCE, PARALLEL WITH THE EAST LINE OF SAID SOUTHEAST QUARTER, SOUTH 0° 12' 40" WEST 1238.63 FEET; THENCE NORTH 89° 35' 20" WEST 62.00 FEET; THENCE SOUTH 0° 12' 40" WEST 52.22 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF THE SOUTHERN PACIFIC RAILROAD CO., DESCRIBED AS PARCEL 6 IN A DEED RECORDED OCTOBER 17, 1896 IN BOOK 29, PAGE 328 OF DEEDS OF SAID ORANGE COUNTY; THENCE SOUTH 89° 47' 48" EAST, ALONG SAID NORTHERLY LINE TO THE EASTERLY LINE OF SAID SOUTHEAST QUARTER; THENCE NORTH 0° 12' 40" EAST ALONG SAID EASTERLY LINE, TO THE POINT OF BEGINNING.

EXCEPT THAT PORTION DESCRIBED IN A DEED RECORDED NOVEMBER 28, 1972 IN BOOK 10444, PAGE 818 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN THE LAND DESCRIBED IN THE DEED TO THE CITY OF CYPRESS, RECORDED FEBRUARY 3, 1972 IN BOOK 9989, PAGE 617 OF OFFICIAL RECORDS OF SAID ORANGE COUNTY.

PARCEL 6:

THAT PORTION OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS ALAMITOS, AS SHOWN ON MAP NO. 2 ATTACHED TO THE FINAL DECREE OF PARTITION OF SAID RANCHO, A CERTIFIED COPY OF WHICH WAS DATED FEBRUARY 2, 1891 AND RECORDED MARCH 21, 1891 IN BOOK 14, PAGE 31 OF DEEDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE CENTER OF SAID SECTION 20; THENCE SOUTH 0° 11' 42" WEST ALONG THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 20, A

DISTANCE OF 604.13 FEET; THENCE SOUTH 89° 52' 00" EAST 925.00 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE CONTINUING SOUTH 89° 52' 00" EAST 630.00 FEET; THENCE SOUTH 0° 12' 40" WEST 635.77 FEET; THENCE NORTH 89° 35' 20" WEST 245.98 FEET; THENCE NORTH 47° 15' 00" WEST 521.64 FEET; THENCE NORTH 0° 11' 42" EAST 281.39 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 7:

THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO LOS ALAMITOS, AS SHOWN ON MAP NO. 2 ATTACHED TO THE FINAL DECREE OF PARTITION OF SAID RANCHO, A CERTIFIED COPY OF WHICH WAS DATED FEBRUARY 2, 1891 AND RECORDED MARCH 21, 1891 IN BOOK 14, PAGE 31 OF DEEDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION INCLUDED WITHIN THE SOUTHERN PACIFIC RAILROAD RIGHT OF WAY, DESCRIBED IN DEED RECORDED IN BOOK 29, PAGE 328 OF DEEDS OF SAID ORANGE COUNTY.

ALSO EXCEPT THAT PORTION DESCRIBED IN THE DEEDS TO THE CITY OF CYPRESS RECORDED IN BOOK 8635, PAGES 187 AND 191 OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION DESCRIBED IN THE DEEDS TO THE CITY OF CYPRESS RECORDED IN BOOK 9148, PAGES 270 AND 273 OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION DESCRIBED IN THE DEED TO THE CITY OF CYPRESS RECORDED IN BOOK 9989, PAGE 617 OF OFFICIAL RECORDS.

C. GENERAL PLAN CONSISTENCY

RELATIONSHIP OF SPECIFIC PLAN TO GENERAL PLAN

The land use designation in the Land Use Element of the General Plan for the approximately 74.3 acres of land within Planning Areas 2, 3, 4, 5 and 6 is "Specific Plan". The land use designation in the Land Use Element for the approximately 65.7 acres of land within Planning Areas 1 and 7 is "Community Services and Facilities (Golf Course (Privately-Owned))". The land use designation in the Land Use Element for the approximately 124.7 acres of land within Planning Area 8 is "Community Services and Facilities (Race Track (Privately-Owned))".

In accordance with Measure D, this Specific Plan was approved by the voters on _____, 2012 as part of a ballot initiative. That ballot initiative also included amendments to the General Plan that (1) changed the land use designation in the Land Use Element for 33.2 of the 33.5 acres of land within new Planning Area 9 from "Community Services and Facilities (Golf Course (Privately-Owned))" and "Community Services and Facilities (Race Track (Privately-Owned))" to "Specific Plan", so that Planning Area 9 has the same land use designation as Planning Areas 2, 3, 4, 5 and 6, and (2) modified the General Plan text, primarily to (a) conform to the revised text in this amended and restated Specific Plan relating to Planning Area 9 and (b) clarify that the Golf Course has been permanently closed and therefore will not be retained or renovated.

The new "Specific Plan" land use designation for Planning Area 9 will provide for increased economic advancement for the area, encourage additional employment centers and needed senior housing and related facilities. This site is located in the area of Cypress that is being redeveloped for a variety of commercial uses. The adjacent area, referred to as the Cypress Business Park, was previously approved as a Business Park designation. The permitted land uses will be compatible with the existing adjacent business parks and other commercial uses previously developed within the Specific Plan area and to the south, east and west of the Specific Plan area. This Specific Plan provides specific development standards, regulations and guidelines which will assure quality development and minimize potential land use conflicts with the surrounding off site uses.

In order to be consistent with the new General Plan land use designation of "Specific Plan" for Planning Area 9 as described above, the 2012 ballot initiative also included a zoning amendment that changed the zoning designation for 33.2 of the 33.5 acres in Planning Area 9 from "PS-1A (Public and Semi-Public)" to "PBP-25A (Planned Business Park)", while the remaining 190.4 acres of land within Planning Areas 1, 7 and 8 have retained the "PS-1A (Public and Semi-Public)" zoning designation.

With the amendments to the General Plan described above, and as discussed below, this Specific Plan is consistent with the General Plan.

GENERAL PLAN CONFORMANCE ANALYSIS

California Government Code 65450-65553 allows the adoption and administration of specific plans as an implementation tool for elements contained within a general plan. Specific plans must demonstrate consistency between its regulations, guidelines and programs and the local general plan.

This Specific Plan is consistent with development goals and policies that have been outlined in the Cypress General Plan. Eight (8) elements outlined in the City's General Plan document (Land Use, Circulation, Conservation/Open Space/Recreation, Noise, Housing, Safety, Growth Management, and Air Quality) have been reviewed and applicable goals and policies addressed as they pertain to the Cypress Business and Professional Center development, including Planning Area 9. A listing of implementation methods by which consistency between the Cypress General Plan and this Specific Plan has been achieved is discussed under each element heading. Only relevant goals and policies from each General Plan Element are listed and discussed below.

1. Land Use Element

APPLICABLE GOALS AND POLICIES

Goal 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.

Policy 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.

Goal LU-2: Ensure that new development is compatible with surrounding land uses, the circulation network, availability of public facilities, and existing development constraints.

Goal LU-3: Revitalize older commercial and residential uses and properties.

Policy 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 former Cypress Golf Club.

Goal 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.

Goal LU-5: Ensure that public facilities and services are available to accommodate development allowed under the General Plan and Zoning Ordinance.

Goal 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.

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

Policy 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.

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

METHOD OF IMPLEMENTATION

This Specific Plan is consistent with the goals and policies described above. The Specific Plan area is located in an area of Cypress developed with commercial (including retail and business park) and light industrial uses. The Cypress Business Park has previously been developed directly east of the Specific Plan area. The permitted land uses in this Specific Plan are compatible with the existing adjacent industrial/business parks to the east and west, as well as on-site commercial uses already developed within the Specific Plan area. The mixed-use commercial development in Planning Area 9 would be consistent with the existing commercial uses to the south along Katella Avenue from Walker Street to just east of Bunkerhill Drive, while the senior housing permitted in Planning Area 9 would be consistent with existing residential development to the south from Bunkerhill Drive to Lexington Drive.

This Specific Plan provides specific development standards, regulations and guidelines which will assure quality development and minimize potential land use conflicts with the surrounding off-site uses and serves as a tool to continued revitalization in the area, including the further redevelopment of the former Golf Course. In particular, Planning Area 9 includes 33.5 acres of land, most of which was part of the long-vacant Golf Course, on which up to 875,556 square feet of a variety of commercial uses are permitted, which will attract high-quality businesses to the area and facilitate the expansion of local-serving retail uses in the City. Quality development and architecture will be

implemented through compliance with applicable design guidelines in Section VII, above, and the site plan review procedure in Section VIII, above.

Planning Area 9 also allows housing and related care facilities for seniors, a growing demographic group, which results in a more balanced land use pattern within the Specific Plan area. These uses provide a diversified continuum of care for seniors while locating senior housing development within walking distance to current and future commercial centers in and near the Specific Plan area.

As discussed below with respect to the Safety Element, the land uses proposed within Planning Area 9 are consistent with the height and land use limitations of the Joint Forces Training Center described in the General Plan. Planning Area 9 is not located in an area of noise incompatibility for residential uses (i.e., within the 65 CNEL contour) and would not constitute a hazard due to height or location.

Finally, the Public Facilities Plan in Section III.C, above, and the Circulation Plan in Section IV, above, are intended to ensure that public facilities and services are available to accommodate the development allowed under this Specific Plan, consistent with the General Plan.

2. Circulation Element

APPLICABLE CIRCULATION GOALS

- Goal 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.
- Goal 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.

METHOD OF IMPLEMENTATION

This Specific Plan is consistent with the General Plan Circulation Element goals described above. This Specific Plan includes a complete circulation system, as described in Section IV, above. On-site residents and employees will be situated in close proximity to recreational, commercial, business, and retail opportunities and amenities.

In addition, the provision of senior housing within the Specific Plan area would improve the balance between jobs and housing within the Specific Plan area, which in turn would serve to reduce overall trip length.

The Circulation Plan in Section IV, above, includes provisions that specifically implement policies related to Transportation Demand Management, traffic reduction strategies, and payment of impact fees for traffic impacts.

The Subsequent Environmental Impact Report for the Original Specific Plan includes circulation impact mitigation measures which are designed to ensure an efficient circulation pattern and provide adequate circulation infrastructure for the Specific Plan area, which mitigation measures are set forth in both Sections XI.D and XI.F, below.

3. Conservation/Open Space/Recreation Element

APPLICABLE CONSERVATION/OPEN SPACE/RECREATION ELEMENT GOALS

- Goal COSR-1: Conserve ground water and imported water resources.
- Goal COSR-2: Preserve the few remaining native plant and animal species, as well as non-native plants, utilized in landscaping throughout the City.
- Goal COSR-3: Conserve energy resources through the use of available technology and conservation practices.

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

Goal COSR-9: Promote the preservation of the Los Alamitos Race Track and Forest Lawn Cemetery.

METHOD OF IMPLEMENTATION

This Specific Plan is consistent with all of the Conservation/Open Space/Recreation Element goals described above. The race track is currently identified by the General Plan as one of the two major private open space and recreational facilities in Cypress. This Specific Plan encourages the retention of the race track, providing ongoing visual and recreational use of this semi-public facility.

The Landscape Guidelines and Development Standards in Sections V and VII, above, outline the design concepts and landscape setback requirements for streetscape, entries and buffers to soften hardscapes and create visual appeal throughout the Specific Plan area. Any landmark trees removed would be replaced as part of the landscaping proposed for new development. The water system concept identified in Section III.C.2, above, reflects that a conscientious effort will be made during project construction and operation to conserve water resources and energy. It is also anticipated that low flow/high pressure water devices, which are being used on a regular basis in modern construction, will be required for development projects in the Specific Plan area. Solid waste generated by the project would be required to comply with Chapter 12 of the Cypress Municipal Code, as well as the Source Reduction and Recycling Element and AB 939, consistent with the General Plan.

4. Noise Element

APPLICABLE GOALS

Goal N-1: Reduce noise impacts from transportation noise sources.

Goal N-2: Incorporate noise considerations into land use planning decisions.

Goal N-3: Minimize noise spillover from commercial uses into nearby residential neighborhoods.

Goal N-4: Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed use developments.

Goal N-5: Develop measures to control non-transportation noise impacts.

METHOD OF IMPLEMENTATION

This Specific Plan is consistent with all of the General Plan Noise Element goals described above. Section VIII of this Specific Plan identifies noise threshold standards in the AELUP, and development projects in the Specific Plan area would be required to meet those standards. Noise levels would also have to comply with standards outlined in the General Plan Noise Element and the City Noise Ordinance. Pursuant to Section VII, above, landscaping would be used to soften and buffer on-site development from surrounding noises generated by existing or future offsite development projects or structures. It is anticipated that senior housing and related development in Planning Area 9 would be oriented away from potential excessive noise-producing commercial uses.

The Subsequent Environmental Impact Report for the Original Specific Plan includes noise impact mitigation measures which are designed to reduce noise levels through the use of construction and design techniques and are set forth in Sections XI.D and XI.F, below.

5. Housing Element

IMPLEMENTED GOALS AND POLICIES

- Goal 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.
- Policy HOU-3.4: Facilitate the development of senior housing with supportive services.
- Goal 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.
- Goal HOU-6: Promote equal opportunity for all residents to reside in the housing of their choice.

METHOD OF IMPLEMENTATION

This Specific Plan is consistent with all of the Housing Element goals described above. It permits senior housing and associated care facilities within Planning Area 9, which will augment the housing types available in the City and provide a range of services and care for senior citizens who choose to live there. This type of residential product directly meets Housing Element Policy HOU-3.4 and will be a valuable future resource as the retirement of the baby-boom generation accelerates.

6. Safety Element

APPLICABLE GOALS

- Goal SAF-1: Protect residents, workers, and visitors from flood hazards, including dam inundation.
- Goal SAF-2: Protect life and property in Cypress from seismic events and resulting hazards.
- Goal SAF-3: Minimize risks to life and property associated with the handling, transporting, treating, generating, and storing of hazardous materials.
- Goal SAF-4: Minimize property damage and injury to persons from underground pipeline hazards.
- Goal 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.
- Goal SAF-6: Maintain the police department's high quality of service to the City.
- Goal SAF-7: Use good design as a means to promote human safety.
- Goal SAF-8: Protect Cypress residents from air operation accidents.

METHOD OF IMPLEMENTATION

This Specific Plan is consistent with all of the Safety Element goals listed above. This Specific Plan provides for an evaluation of public services and development within the project area with respect to circulation, water supply, sanitary sewers, drainage, and development regulations. An efficient system for each of these services, together with adherence to applicable development regulations, will contribute to public health and safety.

The Specific Plan area is in a seismically active region, and within a dam inundation area. Future development within the Specific Plan area would be required to meet all applicable building codes and standards with regard to dam inundation and seismicity. Any use, storage, or transport of hazardous materials would have to be done in accordance with all applicable federal and state laws. Prior to construction, agencies having jurisdictions over underground power lines or pipelines would be consulted to ensure that no damage or injuries result from future construction within the Specific Plan area. The Orange County Fire Authority currently provides fire suppression services to the developed portions of the Specific Plan area, and it is anticipated that it would provide service to the entire Specific Plan area when it is fully developed. The Cypress Police Department currently provides service to the developed portions of the Specific Plan area, and it is anticipated that it would provide service to the entire Specific Plan area when it is fully developed.

The majority of the Specific Plan area is not located within the noise contour map for the Los Alamitos Joint Forces Training Center airfield. The eastern portion of the Specific Plan area is located within the 100 to 1 Imaginary Surface Notification Area for the airfield as well as the 50 to 1 Clearance Surface, which potentially requires Airport Land Use Commission review and limits building heights. The height standards for the Specific Plan area are consistent with the height limitations associated with the airfield. All development would be subject to provisions contained in the AELUP as implemented in the General Plan. General Plan Policy LU-12.3 specifically prohibits new residential development within the 65 CNEL contour of the airfield; the potential senior residential facilities within Planning Area 9 are well outside of this contour.

7. Growth Management

IMPLEMENTED GOALS

- Goal GM-1: Reduce traffic congestion.
- Goal GM-2: Ensure that adequate transportation facilities are provided for existing and future inhabitants of the City.
- Goal GM-4: Strive to maintain the good balance between jobs and housing in Cypress.

METHOD OF IMPLEMENTATION

This Specific Plan is consistent with all of the Growth Management Element goals described above. A complete circulation plan is included in this Specific Plan, as described in Section IV, above. Furthermore, any on-site residents will be situated in close proximity to recreational, commercial, business, and retail opportunities and amenities, as well as transit. Planning Area 9 permits both a variety of commercial uses and senior housing and related care facilities, which will help maintain a good jobs/housing balance.

The Circulation Plan for the Specific Plan area in Section IV, above, includes provisions that specifically implement the policies of the Growth Management Element related to Transportation Demand Management, traffic reduction strategies, and payment of impact fees for traffic impacts.

8. Air Quality

APPLICABLE GOALS

- Goal AQ-1: Reduce air pollution through proper land use and transportation planning.
- Goal AQ-2: Reduce emissions through reduced energy consumption.

METHOD OF IMPLEMENTATION

This Specific Plan is consistent with both of the Air Quality Element goals described above. It permits a wide range of commercial uses within its boundaries. The development of Planning Area 9 will add mixed-use commercial uses and senior housing and related care facilities to the area. The fact that on-site senior residents will be within close proximity to all the amenities within the Specific Plan area means that some will not need a car or truck to run errands. Additionally, on-

site employees, residents, and visitors will be able to complete errands throughout the day and utilize the variety of services and amenities to be provided to consumers in one place. The anticipated end result is fewer vehicle trips to other areas of the City. Close proximity and fewer trips results in reduced energy consumption, which in turn results in reduced emissions and reduced air pollution. In addition, transit is available on Katella Avenue, which has been designed as a "Smart Street" throughout the County.

D. INVENTORY OF MITIGATION MEASURES

The mitigation measures required from previous environmental documentation that have not been amended in the Cypress Business and Professional Center EIR are listed in items #1 through #17 below. Some of these measures have been reworded slightly to make them compatible with a mitigation monitoring program.

Earth Resources

- # 1. All structures shall be designed, as confirmed during building design plan checking, to withstand anticipated ground shaking caused by future earthquakes within an acceptable level of risk, i.e., high risk zone, as designated by the City's latest adopted edition of the Uniform Building Code.
- # 2. As identified by the County of Orange and the Soil Conservation Service, there may be several soil-related hazards, such as high groundwater and liquefaction, that could have a significant adverse impact on future development. Therefore, a soils engineering and geologic study shall be undertaken and submitted to the City Engineer for approval prior to submittal of formal site development plans for each structure on site. Said study shall accurately assess the potential for high groundwater and liquefaction on the subject property and identify appropriate corrective measures, such as over excavation and recompaction and/or structure reinforcement. In addition, this study shall determine specific foundation/engineering parameters for each proposed project.
- # 3. Whenever feasible, grading shall be conducted during the dry season to reduce onsite soil erosion.

Hydrology

- # 4. To mitigate local drainage problems, storm drains shall be installed into the study area as well as streets capable of carrying run-off. These systems shall be planned in accordance with City master plans and designed and constructed as necessary during the various phases of development.
- # 5. Exposed soil areas shall be planted where appropriate to control downstream sedimentation. Planting plans prepared for each site development shall reflect this requirement.
- # 6. Development within 100-year flood zone areas shall be subject to all applicable construction and floodproofing requirements (i.e., height of lowest floor must be at least one foot above the design flood level or be protected by floodproofing). Review for compliance in this regard will occur during each site grading plan submittal.
- # 7. Developer will pay Master Planned Drainage fees not offset by construction of Master Planned Facilities. The drainage fee shall be paid in full for the 74.6 acre Business Park area computed on gross acreage and for 5 acres of the golf course for the club house which is being developed immediately. Drainage fees will be paid prior to the issuance of building permits based upon the acreage of planning areas involved. The amount of said fee shall be based on the per acre assessment in effect at the time the fee is paid.

Noise

- # 8. Construction activities will take place only on weekdays and Saturdays between 7:00 a.m. and 8:00 p.m. (and excluding holidays) to reduce noise impacts during more sensitive time periods.

- # 9. The use and proper maintenance of noise reducing devices on construction equipment will minimize construction-related noise and shall be required.
- #10. Although traffic noise increase along Lexington Drive, Denni Street, Moody Street and Walker Street resulting from the project will be audible, no mitigation measures are required or proposed to reduce traffic noise along these routes since current noise levels are quite low.
- #11. Specific acoustic analyses, performed at the precise plan approval stage, will be required and will ensure that building location, truck access, parking area design and air conditioning/ refrigeration units are carefully designed and evaluated to minimize the potential for noise impacts on and offsite and insure compliance with the City of Cypress Noise Ordinance and Noise Element.
- #12. Minimization of onsite ground vibration and noise impacts adjacent to the railroad spur will be considered during structural design of buildings.

Public Safety

- #13. Any business which uses, handles, stores or disposes of hazardous materials shall obtain all appropriate permits and comply with all regulations administered by the California Department of Health Services. (The EPA has authorized the State to administer the Federal hazardous material management regulations.) Storage of hazardous materials must also be conducted in accordance with the City of Cypress' Hazardous Materials Disclosure Ordinance. Such compliance shall be effected coincident with each business obtaining its City Business Tax License, if required, or obtaining a Certificate of Occupancy if a Business Tax License is not required.
- #14. Industries which store hazardous materials in underground tanks shall obtain permits and comply with standards set forth by the State Regional Water Quality Control Board. Such compliance shall be effected coincident with each business obtaining its City Business Tax License, if required, or obtaining a Certificate of Occupancy if a Business Tax License is not required.
- #15. If point source discharge is contemplated with any of the proposed land uses, a National Pollution Discharge Elimination System (NPDES) permit must be obtained from the State to satisfy Federal requirements. Such compliance shall be effected coincident with each business obtaining its City Business Tax License, if required, or obtaining a Certificate of Occupancy if a Business Tax License is not required.
- #16. All generators and transporters of hazardous materials shall acquire necessary safety equipment. These safety equipments include: a telephone or radio for emergency communications; protective clothing and equipment for employee safety (e.g., breathing apparatus, respiration, goggles, boots); warning or alarm system; readily available safety shower and eyewash; first aid supplies. Such compliance shall be effected coincident with each business obtaining its City Business Tax License, if required, or obtaining a Certificate of Occupancy if a Business Tax License is not required.
- #16a. The developer shall cause to be completed a Sanitation Districts of Orange County (Districts) Master Plan analysis to confirm the capacity of the present sewer transmission/treatment system and/ or determine the necessary improvements to said system resulting from the ultimate development of the proposed project. An agreement shall be entered into between the City, the Districts and the developer to design and construct those facilities found to be necessary by said analysis, that are directly attributable to the developer's project. Said analysis, design and construction shall be performed at the developer's sole expense. The analysis shall be completed and accepted by both the City and the Districts, and the agreement executed by all parties prior to the City's acceptance of the developer's application for the first site development plan within Development Areas 2, 3, 4, 5 or 6.

Aircraft Hazards

- #17. At least 30 days prior to the issuance of building permits for any structure penetrating the 100:1 imaginary surface, the project proponent shall submit FAA Form 7460-1, "Notice of Proposed Construction or Alteration" to the Chief, Air Traffic Division of the appropriate FAA regional office. The project applicant will comply with all appropriate FAA standards and requirements. The findings of the FAA will be transmitted to the City of Cypress prior to the application for building permits.

A. CIRCULATION AND TRAFFIC

Intersection Improvements in Cypress

In the Cypress Business Park TSM study, a number of intersection improvements were identified. These improvements were incorporated into the Traffic Impact Mitigation Fee ordinance of the City. In this study of the traffic related impacts of Cypress Business and Professional Center, the intersection improvements identified in the Business Park TSM Study were analyzed and verified as applicable and appropriate. The intersection configurations presented in Exhibit 10, FUTURE INTERSECTION CONFIGURATIONS, are consistent with the City's Ordinance and various resolutions pertaining to the Traffic Impact Mitigation Fee.

- #18. In accordance with Resolution No. 3282, the developer shall participate in the City's Traffic Impact Mitigation Fee assessment, as required by Ordinance No. 778.
- #19. The Traffic Impact Mitigation Fee will be paid in cash, at the time of issuance of each building permit for the subject development (as required by Section 25-69 of Ordinance No. 778), and the amount shall be per Resolution No. 3283 (adjusted for inflation) or such other amount as may be in effect at the time of issuance of the building permit.
- #20. The applicant shall be responsible for improvements identified for the intersection of Cerritos Avenue and Walker Street that are located immediately adjacent to the project site, and will require dedication of property, as needed. Such improvements shall be constructed simultaneously with the first grading permit issued for Development Area 2.
- #21. The southbound leg of Walker Street at the intersection of Katella Avenue shall be restriped to provide one southbound right and two southbound left-turn lanes and thus improve the operation of the intersection of Katella Avenue and Walker Street to LOS "D" (ICU = 0.89). This restriping shall be implemented when traffic operating conditions warrant such action as indicated by the City Traffic Engineer.
- #22. In the event that traffic levels in the residential area south of the project site are observed to increase significantly, the following options may be considered by the City of Los Alamitos.
- Construct a median barrier on Katella to restrict through traffic flow across Katella.
 - Make Siboney a one-way street, with traffic flow restricted to northbound movements. Residential traffic inbound to the tract would be required to enter the tract via the other local streets to the west of Siboney.
 - Cul-de-sac Bennington Street and/or Mindora Street at Howard Avenue, eliminating the possibility of traffic accessing Howard Avenue directly from the racetrack/project site.

The project Specific Plan shall be conditioned to evaluate, provide funding for and implement whatever option is selected, should such action be deemed necessary.

Intersection Improvements in Los Alamitos

Each of the three intersections within the City of Los Alamitos which were analyzed in this study will require future improvements. With the following improvements, LOS at these intersections

would be improved but some problems would still exist. The project Specific Plan shall be conditioned to provide for these improvements or equivalent improvements.

CERRITOS AVENUE AT LOS ALAMITOS BOULEVARD

- #23. A second northbound left-turn lane and a southbound through lane on Los Alamitos Boulevard shall be provided to reduce the afternoon peak hourly ICU value to 0.89 (LOS "D").

KATELLA AVENUE AT BLOOMFIELD STREET

- #24. North and southbound left-turn lanes on Bloomfield Street shall be added to improve the morning and afternoon peak hourly ICU values to 1.10 and 1.23 respectively (LOS "F" in both cases).

KATELLA AVENUE AT LOS ALAMITOS BOULEVARD

- #25. An northbound through lane and southbound left-turn lane shall be provided to reduce the ICU value in the morning peak hour to 0.97 (LOS "E") and the afternoon peak hourly ICU to 1.35 (LOS "F"). Further improvements to these ICUs would require additional through lanes on Katella Avenue to accommodate the large peak hour volumes.

Responsibility for Improvements

Improvements at the above three intersections and Mitigation Measure #22, or equivalent mitigation measures determined necessary by the City of Los Alamitos, would most likely be the joint responsibility of the City of Los Alamitos and Cypress Business and Professional Center. The reasoning behind this joint responsibility is that each of the intersections currently experience congestion problems which will continue to worsen with or without the Cypress Business and Professional Center project. It should be pointed out that the improvements outlined could require significant acquisition, particularly at the intersection of Katella and Los Alamitos. Alternative methods for improving intersection operation, such as coordination of signal timing along major arterials (even when City boundaries are crossed), may also be considered.

Los Alamitos, Cypress and Cypress Business and Professional Center shall discuss the matter of responsibility and arrive at an allocation of responsibilities that would be equitable to all parties.

Denni/Lexington Street

- #26. Denni Street shall be dedicated and be constructed to a half-width of 40 feet east of the centerline between Katella Avenue and Cerritos Avenue. In addition, a full-width (80 feet) crossing of the railroad tracks will be constructed at-grade with appropriate protection for the crossing and will be subject to review and approval by the Southern Pacific Railroad and the Public Utilities Commission. Such improvements shall be constructed by the property owner(s) of Planning Areas 1 and 7 upon the golf course being redeveloped to another use, or sooner if paid for by the City.
- #27. The intersection of Denni Street/Katella Avenue shall be designed and constructed to ensure that the appropriate north-south alignment can be maintained through the intersection with acceptable off-sets. Additional right-of-way dedication shall be required from Cypress Business and Professional Center if needed to provide for adequate vehicular movements if rights-of-way are not available from the westerly property owner. Such improvements shall be constructed by the property owner(s) of Planning Areas 1 and 7 upon the golf course being redeveloped to another use, or sooner if paid for by the City.
- #28. The intersection of Cerritos/Denni shall be designed and constructed to provide for its ultimate configuration. Such improvements shall be constructed by the property owner(s) of Planning Areas 1 and 7 upon the golf course being redeveloped to another use, or sooner if paid for by the City.

- #29. All points of pedestrian and vehicular crossing of the railroad tracks in Planning Area 8 shall be constructed to the requirements of the PUC and Southern Pacific Railroad as to crossing protection and surface improvements. Such improvements shall be constructed by the owner of Planning Area 8 upon obtaining ownership of the railroad track property, provided that the existing users of the tracks be permitted to continue use as needed. The right to cross the railroad track property is provided in accordance with an existing Agreement executed between Southern Pacific Railroad and the property owners.

Internal Circulation and Access

- #30. Traffic signals shall be installed at the intersection of Walker Street and the major access point south of the Southern Pacific Railroad tracks (This street provides joint access to Development Areas 4 and 5). Construction shall be performed coincident with development of Development Area 4 or 5, whichever commences first.
- #31. Traffic signals shall be modified as necessary at the following intersections. These modifications shall commence with the development of Development Areas noted:
- Katella Avenue at Winners Circle (Development Area 5)
 - Katella Avenue at Siboney (Development Area 5 or 6, whichever occurs first)
 - Katella Avenue at Denni Street (Development Areas 1 and 7)
 - Cerritos Avenue at Denni Street (Development Areas 1 and 7)
 - Cerritos at Walker (Development Area 2)
 - Katella at Walker (Development Area 5)
- #32. At all driveway access locations along Katella Avenue, Cerritos Avenue, and Walker Street adequate sight distance shall be provided by avoiding the placement of structures, signs, landscaping, and other objects that would obstruct the vision of drivers. Determinations shall be made at the time of each site development review.
- #33. Driveways on Katella Avenue, Cerritos Avenue and Walker Street shall permit left-turn access to the project in such a manner that adequate left-turn pockets can be provided on the streets. Conceptual designs shall be submitted for City Engineer's approval at the time of site development plan review for each development area.
- #34. An eastbound median left-turn pocket on Katella Avenue at Winners Circle shall be provided and the traffic signal shall be modified to provide for eastbound protected left-turn movement. (This movement will require cooperative interaction with the City of Los Alamitos.) Design and construction shall be conducted coincident with development of Development Area 5.
- #35. The developer shall cooperate with the Racetrack to develop a traffic control plan satisfactory to the Racetrack, Cypress Business and Professional Center and the City of Cypress.
- If Siboney is to be retained as the primary access point for the racetrack, the roadway between Katella and the racetrack parking lot shall be constructed with sufficient capacity to handle traffic associated with the racetrack and the proposed Cypress Business and Professional Center development. The needs for the project are expected to be less than those for the racetrack.
- The traffic control plan shall be submitted for approval coincident with development of Development Areas 5 or 6, whichever develops first.
- #36. Acceleration/deceleration lanes, to facilitate traffic movements at unsignalized project driveways, shall be provided as determined necessary by the City Engineer. Conceptual design shall be submitted for City Engineer's approval at the time of site development plan review for each development area.

- #37. A traffic signal shall be installed at the intersection of Walker Street and the Race Track entrance. This signal shall operate in a flashing mode except during race track events, at which time it will be controlled manually by the Police Department. Construction shall be performed when determined necessary by the City Engineer who will have the authority to determine if this signal or the one on Walker Street at the junction of Planning Areas 4 and 5 is necessary.
- #37a. The parkway including sidewalk along the west side of Walker Street shall be 20 feet and if additional right-of-way is required it shall be dedicated to the City and reduction in the required setback will be made corresponding to the additional area dedicated.

Travel Demand Management

The importance and substantial benefits of a stringent Transportation System Management (TSM) program in the Cypress Business Park has been recognized by the City of Cypress.

- #38. Cypress Business and Professional Center shall be required to participate in the TSM Plan adopted for the Cypress Business Park and to participate in the Transportation Management Association (TMA) that has been formed by various entities in the Business Park with the assistance of the City and its consultants. Specific TSM actions by Cypress Business and Professional Center might include:
- Establish a Transportation Coordinator position to act as a liaison with the Cypress Business Park TMA.
 - Encourage alternative commute modes such as carpooling, vanpooling, transit use, cyclo-commuting and others.
 - Provide on-site amenities to facilitate these alternative commute modes, such as preferential parking for carpools and/or vanpools; bicycle storage facilities, internal bikeways, and shower/locker facilities for bicyclists; pedestrian facilities, including convenient pathways from bus stops, and continuous walkways between development areas; convenient and comfortable bus shelters at existing bus stop locations, and on-site access to bus schedules and bus tokens and passes.
 - Encourage peak hour trip reduction techniques, such as alternative work hours, flextime, staggered work shifts, telecommuting and 4-day workweeks.
 - The developer shall implement, or cause to be implemented by his tenants or successors in interest as a condition of development, trip reduction programs consistent with City Ordinance No. 818. This includes payment of assessments in support of the Cypress Business Park Transportation Management Association.

Participation in the TSM plan and payment of assessment shall be performed simultaneously with each business obtaining its City Business Tax License, if required, or obtaining a Certificate of Occupancy if a Business Tax License is not required.

Transit

The following transit amenities shall be implemented to enhance the Orange County Transit District's existing services.

- #39. Bus turnouts shall be provided at stop locations, if determined to be necessary by the City Engineer, based on roadway cross-section, travel volumes, or speeds. This may require dedication of property by the developer. Where appropriate, bus turnouts may be placed in acceleration/deceleration lanes. Conceptual designs shall be submitted for City Engineer's approval at the time of site development plan review for each development area.
- #40. Should the material used to construct Katella Avenue be insufficient to support continued transit use of the bus stops, a concrete bus pad, able to support the weight of a bus, may be

required at each transit stop. Designs shall be submitted for City Engineer's approval during site engineering for each development area.

- #41. A paved passenger waiting area complete with a bus shelter and bench at each turnout shall be provided. Bus shelters shall be provided by the City in accordance with its bus shelter franchise. Designs shall be submitted for City Engineer's approval during site engineering for each development area.
- #42. A paved and lighted handicapped-accessible pedestrian accessway shall be provided between each stop and the project buildings. Designs shall be submitted for City Engineer's approval during site engineering for each development area.
- #43. Should new bus service be provided along Cerritos Avenue or Walker Street in the future, prior to project build-out, transit amenities including, but not limited to, passenger waiting areas, bus stop access ways, bus benches and concrete bus pads, shall be provided, as requested by OCTD and deemed appropriate by the City Engineer.

B. LAND USE AND RELEVANT PLANNING

Long-term traffic and associated noise and air quality impacts will be mitigated by measures outlined in Section IV.A, CIRCULATION AND TRAFFIC, Section IV.D, AIR QUALITY, and Section IV.E, NOISE.

- #44. Prior to each building permit issuance, the applicant shall submit a landscaping plan, consistent with the approved Specific Plan, designed to soften visual impacts of the project and to serve as a buffer to preserve land use compatibility in the area, where it is determined necessary.
- #45. Building height limitations shall conform to Federal Aviation Regulations (FAR) Part 77 to eliminate conflicts with approach and departure paths associated with the Los Alamitos Air Field operations. FAA approval shall be obtained as described in Mitigation Measure #17.
- #46. At the discretion of the City, the Vessel's Home shall be relocated to a location considered acceptable to the City of Cypress. The determination shall be made prior to issuance of a grading permit for Development Area 6. The developer will not be responsible for any costs for the moving of the house, and the house will be removed within 60 days of receiving a request from the developer to remove it, or the house, will be razed.

C. AESTHETICS

- #47. Each site development plan shall comply with Guidelines contained in the Specific Plan for architectural design, signage and landscape streetscape design.
- #48. Each site development landscaping plan shall be consistent with the Specific Plan in order to maintain a cohesive theme across the project site and to reduce aesthetic impacts associated with groups of structures on the site from adjacent roadways and residential properties.
- #49. Landmark trees within each development area shall not be removed until authorized by the City of Cypress and such trees will be replaced on-site with an equivalent number of specimen trees (48-inch box or larger) to be incorporated into the landscaping treatment of the Specific Plan site. Replacement trees will be in addition to normal tree planting requirements.
- #50. Adequate lighting, to be determined during each site development final plan preparation, shall be provided for all automobile parking areas, trucking and loading areas, and all pedestrian and vehicle access points.
- #51. Parking lots shall be lighted. All lighting, interior and exterior, shall be designed and located to minimize power consumption and to confine direct illumination to the premises

to avoid light and glare impacts. Lighting design shall be performed during each site development final plan preparation.

- #52. View corridors along adjacent roadways shall be preserved by conformance with the design standards (building setbacks, height limitations, etc.) and landscaping criteria as set for the in the Specific Plan. Conformance shall be determined during each site plan submittal review.
- #53. Visual access to the racetrack shall be preserved by establishing view corridors along track entrances and proper signage to the satisfaction of the Planning Director. Conformance shall be determined during each site plan submittal review.

D. AIR QUALITY

- #54. Construction of the proposed project shall require compliance with SCAQMD Rule 403 which would reduce fugitive dust amounts by up to 50 percent. Dust reducing measures shall include regular watering of graded surfaces, restriction of all construction vehicles and equipment to travel along established and regularly watered, roadways, and suspending operations that create dust during windy conditions. Compliance shall be a condition of each grading permit issued for the site.
- #55. The project shall comply with SCAQMD's Regulation XV, requires employers of more than 100 persons to devise ride sharing plans to reduce vehicle miles traveled. This may apply to employers within the office buildings or commercial areas. It is the responsibility of the individual employers to develop specific programs, as well as comply with City Ordinance 818. Compliance shall be per Mitigation Measure No. 38.
- #56. Energy conservation practices, as required by the Subdivision Map Act, Building Energy Efficiency Standards (California Energy Commission, 1988), and state and local laws, shall be incorporated into the design of the project to have the secondary effect of limiting stationary source pollutants. Compliance shall be determined during building plan review of each building submitted for plan check.

E. NOISE

- #57. Construction activities shall be limited to the hours of 7:00 a.m. to 8:00 p.m., Monday through Saturday, excluding holidays.
- #58. All state and local standards for exterior and interior noise exposure shall be met. Prior to issuing each building permit onsite, the applicant shall submit evidence, to the satisfaction of the City, that all project land uses will meet applicable exterior and interior noise standards. The applicant may be required to prepare a detailed acoustical assessment indicating mitigation measures necessary to achieve acceptable exterior and interior noise levels on-site, to the satisfaction of the City.

F. PUBLIC SERVICES AND UTILITIES

Sewer

- #59. All required sewer improvements will be designed and constructed to City and CSDOC standards and will be approved by the City Engineer prior to development. These improvements may be constructed in a phased sequence depending upon the development process. Facilities shall be dedicated to the City and/or CSDOC at the completion of construction.
- #60. The applicant shall pay sewer connection fees to both the City and CSDOC in order to obtain wastewater collection and treatment services. The fees shall be determined to be those in effect at the time the fee is paid.

Storm Drainage

Specific mitigation measures pertaining to design details shall be identified upon selection of a drainage alternative. However, the following shall apply to any of the alternatives selected.

- #61. Drainage system design and connection to County flood control channels shall be subject to approval of the County of Orange if and when the system ever connects directly into the County flood control channels.
- #62. Any offsite drainage improvements shall be designed and constructed to adequately convey runoff from the site in addition to existing flows, provided developer's costs are limited to paying for only the burden caused by runoff from the site.
- #63. The developer shall pay, prior to the first building permit being issued on each development area, the local drainage area acreage assessment currently in effect per City Ordinance. Drainage fees paid for Development Areas 2, 3, 4 and 5 are subject for reimbursement, in part, to the developer of the Walker Street Storm Drain. The drainage fees will only be collected for the development of the Business Park Planning Areas and for 5 acres of the golf course. Fees for the rest of the golf course area and the race track will be collected whenever they are redeveloped to different uses.
- #64. Drainage system improvements shall be designed and constructed to City and OCFCD standards, if applicable, and will be approved by those agencies prior to development. Improvements may be constructed in a phased sequence depending upon the development process. Facilities shall be dedicated to the City at the completion of construction to the extent required by the City.

Solid Waste

- #65. The Project Applicant shall submit advance notice to Briggeman Disposal Service Inc. (1) one week prior to the occupancy date of each building.
- #66. Where feasible, buildings shall install refuse compacting equipment to substantially reduce the number of refuse hauling trips and allow for more effective and sanitary disposal.
- #67. Each building occupant shall, as a condition of use, participate in any source reduction or recycling program developed by, or adopted by the City to reduce waste generation.
- #68. Any hazardous waste that is generated onsite shall be transported to an appropriate disposal facility by a licensed hauler in accordance with the appropriate State and Federal Laws.

Gas

- #69. Easements shall be provided onsite for all mains not installed in a public right-of-way.
- #70. All services and facilities built will be in accordance with policies and extension rules - of the California Public Utilities Commission and federal regulatory agencies.

Schools

- #71. Pursuant to AB. 2926, school districts may assess developers of commercial developments to mitigate impacts on school facilities. Prior to each building permit being issued, the developer shall pay fees, in accordance with the law, to the appropriate school districts.

Parks and Recreation

At the present time, the Cypress Recreation and Parks District does not require or recommend mitigation measures.

Water

- #72. SCWC charges a special facility fee for industrial and commercial development to offset the cost for water supply facilities. Appropriate fees, as required by SCWC will be paid by the applicant. An onsite reservoir site could be provided as mitigation in lieu of mitigation fees.
- #73. Precise water system requirements will be determined during detailed levels of project design and are subject to the provisions of the site plan review by the City of Cypress and the Southern California Water Company.
- #74. Water mains shall be dedicated to the water company after construction and acceptance.
- #75. As required by state law, the following water conservation measures shall be incorporated into the design of each building on the site:

- Low-flush toilets
- Low-flow showers and faucets
- Insulation of hot-water lines in water recirculating systems

The following water conservation measures suggested by the Department of Water Resources shall be implemented where applicable and feasible:

Interior

- Supply Line Pressure: Recommend water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure reducing valve.
- Flush Valve Operated Water closets: Recommend 3 gallons per flush.
- Drinking Fountains: Recommend equipped with self-closing valves.
- Pipe Insulation: Recommend all hot water lines be insulated to provide hot water faster with less water waste, and to keep hot pipes from heating cold water pipes.

Exterior

- Consider landscaping with low water-consuming plants wherever feasible.
- Use mulch extensively in all landscaped areas. Mulch applied on top of soils will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
- Install efficient irrigation systems which minimize runoff and evaporation and maximize the water which will reach the plant roots. Drip irrigation, soil moisture sensors and automatic irrigation systems are a few methods to consider in increasing irrigation efficiency and may be feasible for the project.
- Use pervious paving material whenever feasible to reduce surface water runoff and aid in ground water recharge.
- Investigate the feasibility of utilizing reclaimed waste water, stored rain water or "gray" water for irrigation.

Telephone

- #76. All telephone service will be in accordance with the tariffs and regulations on file with the California Public Utilities Commission.
- #77. All existing telephone lines along Walker Street and Katella Avenue, but excluding those along Cerritos Avenue, and all proposed telephone lines on or adjacent to the site shall be

placed underground as determined by the City Engineer per City Ordinance and Public Utilities Commission regulations. Developer shall also make a cash deposit with the City for the cost of undergrounding any telephone lines along Cerritos Avenue adjacent to Development Area 2. Undergrounding shall be performed concurrently with development of each development area.

Electricity

- #78. The developer shall be responsible for installing underground all proposed electric lines within the development.
- #79. All existing electrical facilities, excluding those along Cerritos Avenue, and all proposed electrical facilities, on or adjacent to the site shall be placed underground as determined by the City Engineer per City Ordinance and Public Utilities Commission regulations. Developer shall also make a cash deposit with the City for the cost of undergrounding any electrical lines (except those described in City Code Section 25-31 (a)(2)) along Cerritos Avenue adjacent to Development Area 2. Undergrounding shall be performed concurrently with development of each development area.

Fire Services

No mitigation measures are required.

Police Services

- #80. Each development project on the site, as determined during design reviews, shall be subject to security requirements or design modification to minimize potential criminal activity.

E. ACKNOWLEDGEMENTS/INDIVIDUALS CONTACTED

City of Cypress (1990)

Darrell Essex
City Manager

City of Cypress

Christine Eynon
Planning Director

Planning Department

Holly Hamlin
Senior Planner

Planning Department

Bob Beardsley
Public Works Director

Public Works Department

Christopher Caliendo
Staff Planner

John Wayne Airport Administration

F. CYPRESS BUSINESS AND PROFESSIONAL CENTER
MITIGATION MONITORING PROGRAM

Mit/Coord. No.	EIR Reference	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Initiate	Date	Remarks
1.		<p>The mitigation measures required from previous environmental documentation that have not been amended in the Cypress Business and Professional Center EIR are listed in items #1 through #17 below. Some of these measures have been recorded slightly to make them compatible with a mitigation monitoring program.</p> <p>Earth Resources</p> <p>All structures shall be designed, as confirmed during the building design plan checking, to withstand anticipated groundshaking caused by future earthquakes within an acceptable level of risk, i.e., high risk zone, as designated by the City's latest adopted edition of the Uniform Building Code.</p>	Building Plan Check	Prior to Issuance of Building Permits	City Building Official			
2.		<p>As identified by the County of Orange and the Soil Conservation Service, there may be several soil-related hazards, such as high groundwater and liquefaction, that could have a significant adverse impact on future development. Therefore, a soils engineering and geologic study shall be undertaken and submitted to the City Engineer for approval prior to submittal of formal site development plans for each structure on site. Said study shall accurately assess the potential for high groundwater and liquefaction on the subject property and identify appropriate corrective measures, such as over excavation and recompaction and/or structure reinforcement. In addition, this study shall determine specific foundation/engineering parameters for each proposed project.</p> <p>Whenever feasible, grading shall be conducted during the dry season to reduce in-site soil erosion.</p>	Soils Engineering and Geologic Study	Prior to Submittal of Formal Site Development Plans	City Engineer			
3.		Whenever feasible, grading shall be conducted during the dry season to reduce in-site soil erosion.	Grading Plan Check	Plan Approved Prior to Issuance of Grading Permit	City Engineer			
4.		<p>Hydrology</p> <p>To mitigate local drainage problems, storm drains shall be installed into the study area as well as streets capable of carrying run-off. These systems shall be planned in accordance with City master plans and designed and constructed as necessary during the various phases of development.</p>	Engineering Plan Check	Plan Approved Prior to Issuance of Grading Permits	City Engineer			
5.		Exposed soil areas shall be planted where appropriate to control downstream sedimentation. Planting plans prepared for each site development shall reflect this requirement.	Landscape Plan Check and Field Inspection	Prior to Issuance of Grading Permit Ongoing During Construction	City Engineer City Engineer			

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Mit/ Cond. No.	EIR Reference	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process			Responsible Party	Initials	Date	Remarks	VERIFICATION OF COMPLIANCE
			Monitoring and Reporting Process	Monitoring Milestones	Responsible Party					
6.		Development within 100-year flood zone areas shall be subject to all applicable construction and floodproofing requirements (i.e., height of lowest floor must be at least one foot above the design flood level or be protected by floodproofing). Review for compliance in this regard will occur during each site grading plan submittal.	Grading Plan Check	Prior to issuance of Grading Permit	City Engineer					
7.		Developer will pay Master Planned Drainage fees not offset by construction of Master Planned Facilities. The drainage fee shall be paid in full for the 74.6 acre Business Park area completed on gross acreage and for 5 acres of the golf course for the club house which is being developed immediately. Drainage fees will be paid prior to issuance of building permits based upon the acreage of the Planning Areas involved. The amount of said fee shall be based on the per acre assessment in effect at the time the fee is paid.	Proof of Payment of Fees	Prior to issuance of Grading Permit	City Engineer					
8.		Noise Construction activities will take place only on weekdays and Saturdays between 7:00 a.m. and 8:00 p.m. (and excluding holidays) to reduce noise impacts during more sensitive time periods.	Field Inspection	During Construction	City Engineer, Building Official					
9.		The use and proper maintenance of noise reducing devices on construction equipment will minimize construction-related noise and shall be required.	Field Inspection	During Construction	City Engineer, Building Official					
10.		Although traffic noise increase along Lexington Drive, Denni Street, Moody Street and Walker Street resulting from the project will be audible, no mitigation measures are required or proposed to reduce traffic noise along these routes since current noise levels are quite low.	None Required	N/A	N/A					
11.		Specific acoustic analyses, performed at the precise plan approval stage, will be required and will ensure that building location, truck access, parking area design and air conditioning/refrigeration units are carefully designed and evaluated to minimize the potential for noise impacts on and offsite and insure compliance with the City of Cypress Noise Ordinance and Noise Element.	Review of Acoustic Analyses and Plan Check	Prior to issuance of Building Permits	Director of Planning and Building Official					
12.		Minimization of onsite ground vibration and noise impacts adjacent to the railroad spur will be considered during structural design of buildings.	Building Plan Check	Prior to issuance of Building Permits	Building Official					

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Mit/ Cond. No.	EIR Reference	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Trialsk Date	Remarks	VERIFICATION OF COMPLIANCE
13.		<p>Public Safety</p> <p>Any business which uses, handles, stores or disposes of hazardous materials shall obtain all appropriate permits and comply with all regulations administered by the California Department of Health Services. (The EPA has authorized the State to administer the Federal hazardous material management regulations.) Storage of hazardous materials must also be conducted in accordance with the City of Cypress' Hazardous Materials Disclosure Ordinance. Such compliance shall be effected coincident with each business obtaining its City Business Tax License, if required, or obtaining a Certificate of Occupancy if a Business Tax License is not required.</p>	Permit Review	Prior to Issuance of City Business Tax License or Certificate of Occupancy	Director of Public Health, Orange County Fire Department, Building Official			
14.		<p>Industries which store hazardous materials in underground tanks shall obtain permits and comply with standards set forth by the State Regional Water Quality Control Board. Such compliance shall be effected coincident with each business obtaining its City Business Tax License, if required, or obtaining a Certificate of Occupancy if a Business Tax License is not required.</p>	Permit Review	Prior to Issuance of City Business Tax License or Certificate of Occupancy	Director of Public Health, Orange County Fire Department, Building Official			
15.		<p>If point source discharge is contemplated with any of the proposed land uses, a National Pollution Discharge Elimination System (NPDES) permit must be obtained from the State to satisfy Federal requirements. Such compliance shall be effected coincident with each business obtaining its City Business Tax License, if required, or obtaining a Certificate of Occupancy if a Business Tax License is not required.</p>	Permit Review	Prior to Issuance of City Business Tax License or Certificate of Occupancy	Director of Public Health, Orange County Fire Department, Building Official			
16.		<p>All generators and transporters of hazardous materials shall acquire necessary safety equipment. These safety equipments include: a telephone or radio for emergency communications; protective clothing and equipment for employee safety (e.g., breathing apparatus, respiration, goggles, boots); warning or alarm system; readily available safety shower and eyewash; first aid supplies. Such compliance shall be effected coincident with each business obtaining its City Business Tax License, if required, or obtaining a Certificate of Occupancy if a Business Tax License is not required.</p>	Field Inspection	Prior to Issuance of City Business Tax License or Certificate of Occupancy	Director of Public Health, Orange County Fire Department, Building Official			

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Mit/Coord. No.	EIR Reference	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Initials	Date	Remarks
16.		<p>The developer shall cause to be completed a Sanitation Districts of Orange County (Districts) Master Plan analysis to confirm the capacity of the present sewer transmission/treatment system and/or determine the necessary improvements to said system resulting from the ultimate development of the proposed project. An agreement shall be entered into between the City, the Districts and the developer to design and construct those facilities found to be necessary by said analysis, that are directly attributable to the developer's project. Said analysis, design and construction shall be performed at the developer's sole expense. The analysis shall be completed and accepted by all parties and the Districts, and the agreement executed by both the City prior to the City's acceptance of the developer's application for the first site development plan within Development Areas 2, 3, 4, 5 or 6.</p>	Site Development Plan Review	Prior to Site Development Plan Application	City Engineer			
17.		<p>Aircraft Hazards</p> <p>At least 30 days prior to the issuance of building permits for any structure penetrating the 100:1 imaginary surface, the project proponent shall submit FAA Form 7460-1, "Notice of Proposed Construction or Alteration" to the Chief, Air Traffic Division of the appropriate FAA regional office. The project applicant will comply with all appropriate FAA standards and requirements. The findings of the FAA will be transmitted to the City of Cypress prior to the application for building permits.</p>	Review of FAA Findings	Prior to Design Review or CUP Approval	Director of Planning			
18.		<p>Intersection Improvements in Cypress</p> <p>In accordance with Resolution No. 3282, the developer shall participate in the City's Traffic Impact Mitigation Fee assessment, as required by Ordinance No. 776.</p>	Proof of Payment of Fees	Prior to Issuance of Building Permits	City Engineer			
19.		<p>The Traffic Impact Mitigation Fee will be paid in cash, at the time of issuance of each building permit for the subject development (as required by Section 25-69 of Ordinance No. 776), and the amount shall be per Resolution No. 3283 (adjusted for inflation) or such other amount as may be in effect at the time of issuance of the building permit.</p>	Proof of Payment of Fees	Prior to Issuance of Building Permits	City Engineer			
20.		<p>The applicant shall be responsible for improvements identified for the intersection of Cerritos Avenue and Walker Street that are located immediately adjacent to the project site, and will require dedication of property, as needed. Such improvements shall be constructed simultaneously with the first grading permit issued for Development Area 2.</p>	Plan Approved	Plan Approved, Prior to Issuance of First Grading Permit for Development Area 2	City Engineer			

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Mitigation Coord. No.	ETR Reference	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Initials	Date	Remarks	VERIFICATION OF COMPLIANCE
21.		<p>The southbound leg of Walker Street at the intersection of Katella Avenue shall be restriped to provide one southbound right and two southbound left-turn lanes and thus improve the operation of the intersection of Katella Avenue and Walker Street to LOS "D" (ICU = 0.89). This restriping shall be implemented when traffic operating conditions warrant such action as indicated by the City Traffic Engineer.</p> <p>In the event that traffic levels in the residential area south of the project site are observed to increase significantly, the following options may be considered by the City of Los Alamitos:</p> <ul style="list-style-type: none"> • Construct a median barrier on Katella to restrict through traffic flow across Katella. • Make Sihoney a one-way street, with traffic flow restricted to northbound movements. Residential traffic inbound to the tract would be required to enter the tract via the other local streets to the west of Sihoney. • Cut-de-sac Bennington Street and/or Mindora Street at Howard Avenue, eliminating the possibility of traffic accessing Howard Avenue directly from the racetrack/project site. <p>The project Specific Plan shall be conditioned to evaluate, provide funding for and implement whatever option is selected, should such action be deemed necessary.</p> <p>Intersection Improvements in Los Alamitos</p> <p>CERRITOS AVENUE AT LOS ALAMITOS BOULEVARD</p> <p>A second northbound left-turn lane and a southbound through lane on Los Alamitos Boulevard shall be provided to reduce the afternoon peak hourly ICU value to 0.89 (LOS "D").</p> <p>KATELLA AVENUE AT BLOOMFIELD STREET</p> <p>North and southbound left-turn lanes on Bloomfield Street shall be added to improve the morning and afternoon peak hourly ICU values to 1.10 and 1.23 respectively (LOS "T" in both cases).</p>	<p>Traffic Count and Field Inspection</p> <p>Traffic Count and Field Inspection</p>	<p>When warranted by Traffic Operating Conditions</p> <p>When warranted by Traffic Operating Conditions</p>	<p>City Engineer</p> <p>City of Los Alamitos</p>				
23.			<p>Circulation Plan Check</p>	<p>Prior to Issuance of First Building Permit in Development Areas 2, 3, 4, 5 or 6</p>	<p>City of Los Alamitos</p>				
24.			<p>Circulation Plan Check</p>	<p>Prior to Issuance of Building Permits in Development Areas 2, 3, 4, 5 or 6</p>	<p>City of Los Alamitos</p>				

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Mit/Cont. No.	ETR Reference	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Initials	Date	Remarks	VERIFICATION OF COMPLIANCE
25.		<u>KATELLA AVENUE AT LOS ALAMITOS BOULEVARD</u> An northbound through lane and southbound left-turn lane shall be provided to reduce the ICU value in the morning peak hour to 0.97 (LOS "E") and the afternoon peak hourly ICU to 1.35 (LOS "F"). Further improvements to these ICUs would require additional through lanes on Katella Avenue to accommodate the large peak hour volumes.	Circulation Plan Check	Prior to Issuance of Building Permit in Development Areas 2,3,4,5 or 6	City of Los Alamitos				
26.		<u>Denali/Lexington Street</u> Denali Street shall be dedicated and be constructed to a half-width of 40 feet east of the centerline between Katella Avenue and Carrizo Avenue. In addition, a full width (80 feet) crossing of the railroad tracks will be constructed at-grade with appropriate protection for the crossing and will be subject to review and approval by the Southern Pacific Railroad and the Public Utilities Commission. Such improvements shall be constructed by the property owner of Planning Areas 1 and 7 upon the golf course being redeveloped to another use, or sooner if paid for by the City.	Circulation Plan Check	During Development of Areas 1 and 7 to other than Golf Course	City Engineer				
27.		The intersection of Denali Street/Katella Avenue shall be designed and constructed to ensure that the appropriate north-south alignment can be maintained through the intersection with acceptable off-axis. Additional right-of-way dedication shall be required from Cypress Business and Professional Center if needed to provide for adequate vehicular movements if rights-of-way are not available from the westerly property owner. Such improvements shall be constructed by the property owner of Planning Areas 1 and 7 upon the golf course being redeveloped to another use, or sooner if paid for by the City.	Circulation Plan Check	During Development of Areas 1 and 7 to other than Golf Course	City Engineer				
28.		The intersection of Carrizo/Denali shall be designed and constructed to provide for its ultimate configuration. Such improvements shall be constructed by the property owner of Planning Areas 1 and 7 upon the golf course being redeveloped to another use, or sooner if paid for by the City.	Circulation Plan Check	During Development of Areas 1 and 7 to other than Golf Course	City Engineer				
29.		All points of pedestrian and vehicular crossing of the railroad tracks in Planning Area 8 shall be constructed to the requirements of the PUC and Southern Pacific Railroad as to crossing protection and surface improvements. Such improvements shall be constructed by owner of Planning Area 8 upon obtaining ownership of the railroad track property, provided that the existing users of the tracts be permitted to continue use as needed. The right to cross the railroad track property is provided in accordance with an existing Agreement executed between Southern Pacific Railroad and the Property Owners.	Circulation Plan Check	During Development of Area 8 to other than Race Track	City Engineer				

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Mit/	EIR Reference	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Initials	Date	Remarks	VERIFICATION OF COMPLIANCE
30.		<p>Internal Circulation and Access</p> <p>Traffic signals shall be installed at the intersection of Walker Street and the major access point south of the Southern Pacific Railroad tracks (This street provides joint access to Development Area 4 and 5). Construction shall be performed coincident with development of Development Area 4 or 5, whichever commences first.</p> <p>Traffic signals shall be modified as necessary at the following intersections. These modifications shall commence with the development of Development Areas noted:</p> <ul style="list-style-type: none"> Katella Avenue at Winners Circle (Development Area 5) Katella Avenue at Siboney (Development Area 5 or 6, whichever occurs first) Katella Avenue at Denni Street (Development Areas 1 and 7) Cerritos Avenue at Denni Street (Development Areas 1 and 7) Cerritos at Walker (Development Area 2) Katella at Walker (Development Area 5) <p>At all driveway access locations along Katella Avenue, Cerritos Avenue, and Walker Street adequate sight distance shall be provided by avoiding the placement of structures, signs, landscaping, and other objects that would obstruct the vision of drivers. Determinations shall be made at the time of each site development review.</p>	Circulation Plan Check	During Development of Development Area 4 or 5, Whichever Commences First	City Engineer				
31.			Circulation Plan Check	During Development of Development Areas(s) Noted	City Engineer				
			Circulation Plan Check	During Development of Development Areas(s) Noted	City Engineer				
			Circulation Plan Check	During Development of Development Areas(s) Noted	City Engineer				
			Circulation Plan Check	During Development of Development Areas(s) Noted	City Engineer				
			Circulation Plan Check	During Development of Development Areas(s) Noted	City Engineer				
			Circulation Plan Check	During Development of Development Areas(s) Noted	City Engineer				
			Circulation Plan Check	During Development of Development Areas(s) Noted	City Engineer				
32.			Site Development Plan Review	Prior to Site Development Plan Approval	City Engineer and Director of Planning				

**CYPRESS BUSINESS AND PROFESSIONAL CENTER
MITIGATION MONITORING PROGRAM**

Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Initials	Date	Remarks	VERIFICATION OF COMPLIANCE
<p>1. Driveways on Katella Avenue, Cerritos Avenue and Walker Street shall permit left-turn access to the project in such a manner that adequate left-turn pockets can be provided on the streets. Conceptual designs shall be submitted for City Engineer's approval at the time of site development plan review for each development area.</p>	Site Development Plan Review	Prior to Site Development Plan Approval	City Engineer				
<p>1. An eastbound median left-turn pocket on Katella Avenue at Winners Circle shall be provided and the traffic signal shall be modified to provide for eastbound protected left-turn movement. (This movement will require cooperative interaction with the City of Los Alamitos.) Design and construction shall be conducted coincident with development of Development Area 5.</p>	Site Development Plan Review	During Development of Development Area 5	City Engineer				
<p>5. The developer shall cooperate with the RaceTrack to develop a traffic control plan satisfactory to the RaceTrack, Cypress Business and Professional Center and the City of Cypress.</p> <p>• If Siboney is to be retained as the primary access point for the race track, the roadway between Katella and the race track parking lot shall be constructed with sufficient capacity to handle traffic associated with the race track and the proposed Cypress Business and Professional Center development. The needs for the project are expected to be less than those for the race track.</p> <p>The traffic control plan shall be submitted for approval coincident with development of Development Areas 5 or 6, whichever develops first.</p>	Traffic Control Plan Review	During Development of Development Areas 5 or 6 Whichever Occurs First	City Engineer, Director of Planning				
<p>16. Acceleration/deceleration lanes, to facilitate traffic movements at unsignalized project driveways, shall be provided as determined necessary by the City Engineer. Conceptual design shall be submitted for City Engineer's approval at the time of site development plan review for each development area.</p>	Site Development Plan Review	Prior to Site Development Plan Approval	City Engineer				
<p>37. A traffic signal shall be installed at the intersection of Walker Street and the Race Track entrance. This signal shall operate in a flashing mode except during race track events, at which time it will be controlled manually by the Police Department. Construction shall be performed when determined necessary by the City Engineer who will have the authority to determine if this signal or the one on Walker Street at the junction of Planning Areas 4 and 5 is necessary.</p>	Site Development Plan Review	Plan Approved Prior to Issuance of Grading Permit for Development Areas 1 and 7	City Engineer				

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Mit/ Cond. No.	EIR Reference	Mitigation Measure/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestones	Responsible Party	Initials	Date	Remarks	VERIFICATION OF COMPLIANCE
37a.		<p>The parkway, including sidewalk along west side of Walker Street, shall be 20 feet and if additional right-of-way is required it shall be dedicated to City and reduction in the required setback will be made corresponding to the additional area dedicated.</p> <p>Travel Demand Management</p> <p>Cypress Business and Professional Center shall be required to participate in the TSM Plan adopted for the Cypress Business Park and to participate in the Transportation Management Association (TMA) that has been formed by various entities in the Business Park with the assistance of the City and its consultants. Specific TSM actions by Cypress Business and Professional Center might include:</p> <ul style="list-style-type: none"> • Establish a Transportation Coordinator position to act as a liaison with the Cypress Business Park TMA. • Encourage alternative commute modes such as carpooling, vanpooling, transit use, cycle-commuting and others. • Provide on-site amenities to facilitate these alternative commute modes, such as preferential parking for carpools and/or vanpools; bicycle storage facilities, internal bikeways, and shower/locker facilities for bicyclists; pedestrian facilities, including convenient pathways from bus stops, and continuous walkways between development areas; convenient and comfortable bus shelters at existing bus stop locations, and on-site access to bus schedules and bus tokens and passes. • Encourage peak hour trip reduction techniques, such as alternative work hours, flextime, staggered work shifts, telecommuting and 4-day workweeks. • The developer shall implement, or cause to be implemented by his tenants or successors in interest as a condition of development, trip reduction programs consistent with City Ordinance No. 818. This includes payment of assessments in support of the Cypress Business Park Transportation Management Association. <p>Participation in the TSM plan and payment of assessment shall be performed simultaneously with each business obtaining its City Business Tax License, if required, or obtaining a Certificate of Occupancy if a Business Tax License is not required.</p>	<p>Site Development Plan Review</p>	<p>Prior to Site Development Plan Approval of Development Areas 2,3,4 and 5</p>	<p>City Engineer</p>				
38.			<p>Proof of Fee Payment</p>	<p>Prior to Issuance of City Business Tax License or Certificate of Occupancy</p>	<p>City Engineer</p>				

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						Initials	Date	Remarks
39.		Bus turnouts shall be provided at stop locations, if determined to be necessary by the City Engineer, based on roadway cross-section, travel volumes, or speeds. This may require dedication of property by the developer. Where appropriate, bus turnouts may be placed in acceleration/deceleration lanes. Conceptual designs shall be submitted for City Engineer's approval at the time of site development plan review for each development area.	Site Development Plan Review	Prior to Site Development Plan Approval	City Engineer			
40.		Should the material used to construct Katella Avenue be insufficient to support continued transit use of the bus stops, a concrete bus pad, able to support the weight of a bus, may be required at each transit stop. Designs shall be submitted for City Engineer's approval during site engineering for each development area.	Site Development Engineering Review	Plan Approved Prior to Issuance of Grading Permit	City Engineer			
41.		A paved passenger waiting area complete with a bus shelter and bench at each turnout shall be provided. Bus shelters shall be provided by the City in accordance with its bus shelter franchise. Designs shall be submitted for City Engineer's approval during site engineering for each development area.	Site Development Engineering Review	Plan Approved Prior to Issuance of Grading Permit	City Engineer			
42.		A paved and lighted handicapped-accessible pedestrian accessway shall be provided between each stop and the project buildings. Designs shall be submitted for City Engineer's approval during site engineering for each development area.	Site Development Engineering Review	Plan Approved Prior to Issuance of Grading Permit	City Engineer			
43.		Should new bus service be provided along Carritos Avenue or Walker Street in the future, prior to project build-out, transit amenities including, but not limited to, passenger waiting areas, bus stop access ways, bus benches and concrete bus pads, shall be provided, as requested by OCTD and deemed appropriate by the City Engineer.	Review of OCTD Request and Consequent Site Development Plan	Upon Request by OCTD	City Engineer			
44.		B. LAND USE AND RELEVANT PLANNING Prior to each building permit issuance, the applicant shall submit a landscaping plan, consistent with the approved Specific Plan, designed to soften visual impacts of the project and to serve as a buffer to preserve land use compatibility in the area, where it is determined necessary.	Landscaping Plan Review	Prior to Design Review or CUP Approval	Director of Planning			
45.		Building height limitations shall conform to Federal Aviation Regulations (FAR) Part 77 to eliminate conflicts with approach and departure paths associated with the Los Alamitos Air Field operations. FAA approval shall be obtained as described in Mitigation Measure #17.	FAA Review and Approval of Building Height Guidelines	Prior to Building Permit Issuance	Director of Planning			

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46.		At the discretion of the City, the Vessel's Home shall be relocated to a location considered acceptable to the City of Cypress. The determination shall be made prior to issuance of a grading permit for Development Area 6. The developer will not be responsible for any costs for the moving of the house, and the house will be removed within 60 days of receiving a request from the developers to remove it or the home may be razed.	Grading Plan Check	Prior to Grading Permit Issuance	Director of Planning				
47.		C. AESTHETICS Each site development plan shall comply with Guidelines contained in the Specific Plan for architectural design, signage and landscape/streetscape design.	Site Development Plan Review	Prior to Site Development Plan Approval	Director of Planning				
48.		Each site development landscaping plan shall be consistent with the Specific Plan in order to maintain a cohesive theme across the project site and to reduce aesthetic impacts associated with groups of structures on the site from adjacent roadways and residential properties.	Site Development Plan Review	Prior to Site Development Plan Approval	Director of Planning				
49.		Landmark trees within each development area shall not be removed until authorized by the City of Cypress and such trees will be replaced on-site with an equivalent number of specimen trees (48-inch box or larger) to be incorporated into the landscaping treatment of the Specific Plan site. Replacement trees will be in addition to normal tree planting requirements.	Site Development Plan Review	Prior to Site Development Plan Approval	Director of Planning, City Engineer and Director of Recreation and Parks				
50.		Adequate lighting, to be determined during each site development final plan preparation, shall be provided for all automobile parking areas, trucking and loading areas, and all pedestrian and vehicle access points.	Site Development Final Plan Review	Prior to Site Development Final Plan Approval	Director of Planning				
51.		Parking lots shall be lighted. All lighting, interior and exterior, shall be designed and located to minimize power consumption and to confine direct illumination to the premises to avoid light and glare impacts. Lighting design shall be performed during each site development final plan preparation.	Site Development Final Plan Review	Prior to Site Development Final Plan Approval	Director of Planning				
52.		View corridors along adjacent roadways shall be preserved by conformance with the design standards (building setbacks, height limitations, etc.) and landscaping criteria as set for the in the Specific Plan. Conformance shall be determined during each site plan submittal review.	Site Plan Submittal Review	Prior to Site Plan Approval	Director of Planning				
53.		Visual access to the retrack shall be preserved by establishing view corridors along track entrances and proper signage to the satisfaction of the Planning Director. Conformance shall be determined during each site plan submittal review.	Site Plan Submittal Review	Prior to Site Plan Approval	Director of Planning				

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54.		<p>D. AIR QUALITY</p> <p>Construction of the proposed project shall require compliance with SCAQMD Rule 403 which would reduce fugitive dust amounts by up to 50 percent. Dust reducing measures shall include regular watering of graded surfaces, restriction of all construction vehicles and equipment to travel along established and regularly watered roadways, and suspending operations that create dust during windy conditions. Compliance shall be a condition of each grading permit issued for the site.</p> <p>The project shall comply with SCAQMD's Regulation XV, which requires employers of more than 100 persons to devise idling-reduction plans to reduce vehicle miles travelled. This may apply to employers within the office buildings or commercial areas. It is the responsibility of the individual employers to develop specific programs, as well as comply with City Ordinance 818. Compliance shall be per Mitigation Measure No. 38.</p> <p>Energy conservation practices, as required by the Subdivision Map Act, Building Energy Efficiency Standards (California Energy Commission, 1988), and state and local laws, shall be incorporated into the design of the project to have the secondary effect of limiting stationary source pollutants. Compliance shall be determined during building plan review of each building submitted for plan check.</p>	<p>Compliance with SCAQMD Rule 403, Field Inspection</p>	<p>Prior to Grading Permit Issuance, During Construction</p>	<p>City Engineer and Building Official</p>				
55.			<p>Review of Employers' Regulation XV Programs</p>	<p>City Trip Reduction Fee Payment Prior to Issuance of City Business Tax License or Certificate of Occupancy</p>	<p>City Engineer, SCAQMD</p>				
56.			<p>Building Plan Review</p>	<p>Prior to Building Permit Issuance</p>	<p>Building Official</p>				
57.		<p>E. NOISE</p> <p>Construction activities shall be limited to the hours of 7:00 a.m. to 8:00 p.m., Monday through Saturday, excluding holidays.</p>	<p>Field Inspection</p>	<p>During Construction</p>	<p>City Engineer and Building Official</p>				
58.		<p>All state and local standards for exterior and interior noise exposure shall be met. Prior to issuing each building permit onsite, the applicant shall submit evidence, to the satisfaction of the City, that all project land uses will meet applicable exterior and interior noise standards. The applicant may be required to prepare a detailed acoustical assessment indicating mitigation measures necessary to achieve acceptable exterior and interior noise levels on-site, to the satisfaction of the City.</p>	<p>Review of Acoustical Assessment</p>	<p>Prior to Building Permit Issuance</p>	<p>Director of Planning</p>				

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59.		<p>F. PUBLIC SERVICES AND UTILITIES</p> <p>Sewer</p> <p>a. All required sewer improvements will be designed and constructed to City and CSDOC standards and will be approved by the City Engineer prior to development. These improvements may be constructed in a phased sequence depending upon the development process.</p> <p>b. Facilities shall be dedicated to the City and/or CSDOC at the completion of construction.</p>	<p>a. Sewer Design Review</p> <p>b. Dedication of Facilities</p>	<p>a. Prior to Grading Permit Issuance of Development Areas 1 and 7</p> <p>b. Completion of Construction of Individual Facilities</p>	<p>a. City Engineer</p> <p>b. City Engineer</p>				
60.		<p>The applicant shall pay sewer connection fees to both the City and CSDOC in order to obtain wastewater collection and treatment services. The fees shall be determined to be those in effect at the time the fee is paid.</p> <p>Storm Drainage</p> <p>Drainage system design and connection to County flood control channels shall be subject to approval of the County of Orange if and when the system over connects directly into the County flood control channels.</p>	<p>Proof of Fee Payment</p>	<p>Prior to Issuance of Grading Permit</p>	<p>City Engineer</p>				
61.		<p>Drainage system design and connection to County flood control channels shall be subject to approval of the County of Orange if and when the system over connects directly into the County flood control channels.</p>	<p>Drainage System Design Review and Approval by County of Orange Flood Control District</p>	<p>Prior to Grading Permit Issuance</p>	<p>City Engineer</p>				
62.		<p>Any offsite drainage improvements shall be designed and constructed to adequately convey runoff from the site in addition to existing flows, provided developer's costs are limited to paying for only the burden caused by runoff from the site.</p>	<p>Drainage System Design Review and Approval by County of Orange Flood Control District</p>	<p>Prior to Grading Permit Issuance</p>	<p>City Engineer</p>				
63.		<p>The developer shall pay, prior to the first building permit being issued on each development area, the local drainage area seepage assessment currently in effect per City Ordinance. Drainage fees paid for Development Areas 2, 3, 4 and 5 are subject for reimbursement, in part, to the developer of the Walker Street Storm Drain. The drainage fees will only be collected for the development of the Business Park Planning Areas and for 5 acres of the golf course. Fees for the rest of the golf course area and the race track will be collected whenever they are redeveloped to different uses.</p>	<p>Proof of Appropriate Fee Payment</p>	<p>Prior to Building Permit Issuance</p>	<p>City Engineer</p>				

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64.		<p>a. Drainage system improvements shall be designed and constructed to City and OCFCD standards, if applicable, and will be approved by those agencies prior to development. Improvements may be constructed in a phased sequence depending upon the development process.</p> <p>b. Facilities shall be dedicated to the City at the completion of construction to extent required by the City.</p>	<p>a. Drainage System Design Review and Approval by City Engineer and OCFCD Engineer and OCFCD</p> <p>b. Dedication of Facilities</p>	<p>a. Prior to Grading Permit Issuance</p> <p>b. Completion of Construction of Individual Facilities</p>	<p>a. City Engineer</p> <p>b. City Engineer</p>				
65.		<p>Solid Waste</p> <p>The Project Applicant shall submit advance notice to Briggsmann Disposal Service Inc. (1) one week prior to the occupancy date of each building.</p>	<p>Copy of Notice Sent to Building Official</p>	<p>One Week Prior to Occupancy of Each Building</p>	<p>Building Official</p>				
66.		<p>Where feasible, buildings shall install refuse compacting equipment to substantially reduce the number of refuse hauling trips and allow for more effective and sanitary disposal.</p>	<p>Review by City Engineer</p>	<p>During Site Development Plan Review</p>	<p>City Engineer</p>				
67.		<p>Each building occupant shall, as a condition of use, participate in any source reduction or recycling program developed by, or adopted by the City to reduce waste generation.</p>	<p>Review by City Engineer</p>	<p>Ongoing</p>	<p>City Engineer</p>				
68.		<p>Any hazardous waste that is generated onsite shall be transported to an appropriate disposal facility by a licensed hauler in accordance with the appropriate State and Federal Laws. Review of Hazardous Waste Disposal Plan. Ongoing. Director of Public Health and Safety and City Engineer</p>	<p>Review of Hazardous Waste Disposal Plan</p>	<p>Ongoing</p>	<p>Director of Public Health and Safety and City Engineer</p>				
69.		<p>Gas</p> <p>Easements shall be provided onsite for all mains not installed in a public right-of-way.</p>	<p>Site Development Plan Review</p>	<p>Prior to Builders' Certificates of Occupancy</p>	<p>City Engineer and Franchise</p>				
70.		<p>All services and facilities built will be in accordance with policies and extension rules of the California Public Utilities Commission and federal regulatory agencies.</p>	<p>Site Development Plan Review</p>	<p>Prior to Builders' Certificates of Occupancy</p>	<p>City Engineer and Franchise</p>				

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			Monitoring and Reporting Process	Monitoring Milestone	Responsible Party					
71.		<p>Schools Pursuant to A.B. 2926, school districts may assess developers of commercial developments to mitigate impacts on school facilities. Prior to each building permit being issued, the developer shall pay fees, in accordance with the law, to the appropriate school districts.</p>	Proof of Fee Payment	Prior to Building Permit Issuance	Building Official					
72.		<p>Water SCWC charges a special facility fee for industrial and commercial development to offset the cost for water supply facilities. Appropriate fees, as required by SCWC shall be paid by the applicant. An onsite reservoir site could be provided as mitigation in lieu of mitigation fees, at the discretion of SCWC.</p>	Payment of Fees or Review of Plans for Construction of Onsite Reservoir	Prior to Building Permit Issuance	City Engineer and Franchise					
73.		<p>Precise water system requirements will be determined during detailed levels of project design and are subject to the provisions of the site plan review by the City of Cypress and the Southern California Water Company.</p>	Site Plan Review	Prior to Building Permit Issuance	City Engineer and Franchise					
74.		<p>Water mains shall be dedicated to the water company after construction and acceptance.</p>	Review of Dedication Documents	Following Construction and Acceptance of Water Mains	City Engineer and Franchise					
75.		<p>As required by state law, the following water conservation measures shall be incorporated into the design of each building on the site: Low-flush toilets Low-flow showers and faucets Insulation of hot-water lines in water recirculating systems The following water conservation measures suggested by the Department of Water Resources shall be implemented where applicable and feasible:</p>	Building Plan Check	Prior to Building Permit Issuance	Building Official					

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		<p><u>Interior</u></p> <ul style="list-style-type: none"> - Supply Line Pressure: Recommend water pressure greater than 50 pounds per square inch (psi) be reduced to 50 psi or less by means of a pressure reducing valve. - Flush Valve Operated Water closet: Recommend 3 gallons per flush. - Drinking Fountains: Recommend equipped with self-closing valves. - Pipe Insulation: Recommend all hot water lines be insulated to provide hot water faster with less water waste, and to keep hot pipes from heating cold water pipe. <p><u>Exterior</u></p> <ul style="list-style-type: none"> - Consider landscaping with low water-consuming plants wherever feasible. - Use mulch extensively in all landscaped areas. Mulch applied on top of soils will improve the water-holding capacity of the soil by reducing evaporation and soil compaction. - Install efficient irrigation systems which minimize runoff and evaporation and maximize the water which will reach the plant roots. Drip irrigation, soil moisture sensors and automatic irrigation systems are a few methods to consider in increasing irrigation efficiency and may be feasible for the project. - Use pervious paving material whenever feasible to reduce surface water runoff and aid in ground water recharge. - Investigate the feasibility of utilizing reclaimed waste water, stored rain water or "gray" water for irrigation. <p>Telephone</p> <p>All telephone service will be in accordance with the tariffs and regulations on file with the California Public Utilities Commission.</p>	Site Development Plan Review	Prior to Builders' Certificates of Occupancy	City Engineer and Franchisee				

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77.		<p>All existing telephone lines along Walker Street and Katella Avenue, but excluding those along Cerritos Avenue, and all proposed telephone lines on or adjacent to the site shall be placed underground as determined by the City Engineer per City Ordinance and the Public Utilities Commission regulations. Developer shall also make a cash deposit with the City for the cost of undergrounding any telephone lines along Cerritos Avenue adjacent to Development Area 2. Undergrounding shall be performed concurrently with development of each development area.</p> <p>Electricity</p> <p>The developer shall be responsible for installing underground all proposed electric lines within the development.</p>	<p>Site Development Plan Review</p>	<p>Plans Approved Prior to Site Grading Plan Approval</p>	<p>City Engineer and Franchisee</p>				
78.		<p>All existing electrical facilities, excluding those along Cerritos Avenue, and all proposed electrical facilities, on or adjacent to the site shall be placed underground as determined by the City Engineer per City Ordinance and Public Utilities Commission regulations. Developer shall also make a cash deposit with the City for the cost of undergrounding any electrical lines (except those described in City Code Section 25-32(f) (2)) along Cerritos Avenue adjacent to Development Area 2. Undergrounding shall be performed concurrently with development of each development area.</p> <p>Police Services</p> <p>Each development project on the site, as determined during design reviews, shall be subject to security requirements or design modification to minimize potential criminal activity.</p>	<p>Site Development Plan Review</p> <p>Field Inspection</p> <p>Site Development Plan Review</p>	<p>Plans Approved Prior to Site Grading Plan Approval</p> <p>During Construction</p> <p>Plans Approved Prior to Site Grading Plan Approval</p>	<p>City Engineer and Franchisee</p> <p>City Engineer and Franchisee</p> <p>City Engineer and Franchisee</p>				
80.			<p>Site Development Plan Review</p>	<p>Plans Approved Prior to Site Development Plans Approval</p>	<p>Chief of Police</p>				