



*MCDONNELL CENTER
AMENDED SPECIFIC PLAN*

City of Cypress
Adopted • October 11, 1994



***MCDONNELL CENTER
AMENDED SPECIFIC PLAN***

Adopted • October 11, 1994

Prepared For:

The City of Cypress
5275 Orange Ave.
Cypress, California 90630

Applicant:

McDonnell Douglas Corporation
18881 Von Karman Ave., Suite 1200
Irvine, California 92715

Prepared By:

Robert Bein, William Frost & Associates
14725 Alton Parkway
Irvine, California 92718

MCDONNELL CENTER AMENDED SPECIFIC PLAN
TABLE OF CONTENTS

Section	Page
I. SUMMARY	
A. Project Summary	1
B. Organization of the Specific Plan Document	1
II. INTRODUCTION	
A. Project Location and Background	3
B. Regional Issues	3
C. Purpose and Intent of the Specific Plan	7
D. California Environmental Quality Act (CEQA)	7
E. Authority and Scope	7
III. DEVELOPMENT PLAN	
A. Goals	9
B. Land Use Plan	10
C. Circulation Plan	13
D. Public Facilities Plans	16
1. Water Plan	16
2. Sewer Plan	18
3. Drainage Plan	18
4. Public Utilities and Services	21
IV. DESIGN GUIDELINES	
A. Introduction and Purpose	22
B. Site Planning, Parking, and Access Guidelines	22
C. Architectural Guidelines	24
1. Architectural Character	25
2. Building Massing and Form	25
3. Building Entries	25
4. Building Materials, Colors, and Finishes	26
5. Mechanical Equipment	26
D. Landscape Guidelines	26
1. Landscape Plan	28
2. Landscape Guidelines	36
E. Signage and Lighting	36
F. Fencing	37

TABLE OF CONTENTS

Section	Page
V. DEVELOPMENT REGULATIONS	
A. Purpose	38
B. General Provisions	38
C. Land Use Designations	39
1. Professional Office	39
2. General Commercial	45
3. Office/Commercial	46
4. Industrial/Warehouse	47
D. Setback Requirements	48
E. Structure Height	50
F. Lot Coverage and Intensity	50
G. Site Access	51
H. Landscape	51
I. Parking	52
J. Screening	54
K. Utilities	55
L. Loading, Storage, and Refuse Collection	55
M. Lighting	55
N. Signage	56
1. General Provisions	56
2. Wall Signs	57
3. Ground Signs	57
4. Freestanding Signs	58
5. Vehicular and Pedestrian Signs	58
6. Prohibited Signs	58
VI. IMPLEMENTATION	
A. Amendments	59
B. Administration and Enforcement	59
C. Site Plan Review	60
1. Procedures	60
2. Environmental Determination	61
3. Time Limitation	61
4. Minor Development Standard Adjustments	62
5. Requirements for Site Plan	62
6. Mandatory Findings for Approval of a Site Plan	63
D. Phasing Plan	63

TABLE OF CONTENTS

Section	Page
E. Fiscal Impact Analysis	65
F. Relationship to the Airport Environs Land Use Plan	65
G. Severability	66
H. Mitigation Monitoring	66
VII. APPENDIX	
A. Legal Description	67
B. Organizations and Persons Consulted	68
C. General Plan Consistency Analysis	70
1. Land Use Element	70
2. Circulation Element	72
3. Conservation/Open Space/Recreation Element	73
4. Safety Element	75
5. Noise Element	77
6. Air Quality Element	78
7. Growth Management Element	79
D. Fiscal Impact Analysis Report	81

LIST OF EXHIBITS

Exhibit	Title	Page
1	Regional Vicinity	4
2	Site Vicinity	5
3	Land Use Plan	11
4	Circulation Plan	14
5	Water System Plan	17
6	Sewer System Plan	19
7	Storm Drain Plan	20
8	Conceptual Site Plan	23
9	Conceptual Landscape Plan	27
10	Typical Landscape Cross Sections	29
11	Typical Landscape Cross Sections	31
12	Entry Elevations	33
13	Phasing Plan	64

LIST OF TABLES

Table		Page
1	Land Use Summary	1
2	Land Use Statistics	12
3	Suggested Plant Palette	35
4.	Zoning Matrix	40
5.	Building and Parking Setbacks	49

I. Summary

I. SUMMARY

A. Project Summary

A specific plan was prepared for the McDonnell Center in 1982; this Specific Plan represents an amendment to the 1982 document, superseding the 1982 document. Land uses consist of mixed use business park/office, mixed use business park, office, and office/commercial uses in six planning areas; four planning areas are affected by this amendment. The amended specific plan consists of the revision of the original specific plan to include the proposed addition of 206,130 square feet of commercial uses to the maximum of 1,554,100 square feet allowed by the 1982 Specific Plan and EIR; this would increase the total allowable square footage to 1,760,230 square feet. Currently, approximately 530,870 square feet of allowable uses have not yet been developed.

This amended Specific Plan incorporates and replaces the original 1982 Specific Plan. The following is a summary of the land uses in the amended specific plan:

**TABLE 1
LAND USE SUMMARY**

Land Use	Acres	Building Area
Industrial/Warehouse	23.94	699,653
Office	33.31	831,761
Commercial	7.42	228,816
Total (net)	64.67	1,760,230
Roads/Rights of Way	6.56	
Total (gross)	71.23	1,760,230

B. Organization of the Specific Plan Document

The Specific Plan is organized to progress from concept to detail, beginning with background information and continuing through the more detailed development and utility plans, development standards, and implementation information. The McDonnell Center Specific Plan document is organized as follows:

- **Introduction:** This section outlines the location and general description of the project, the purpose, intent, and authority, and appropriateness of the Specific Plan document.

- ***Development Plan:*** This section describes the project goals and objectives, and the development plan for the proposed project, including: land use, circulation, and infrastructure plans.
- ***Design Concept:*** This section provides guidelines for the various design elements within the McDonnell Center, including site planning, landscape design, architecture, and lighting. Also included are project landscape and other design elements which act to integrate the various uses into a community.
- ***Development Regulations:*** This section describes the overall jurisdictional authority for the project, and provides the regulations and standards which govern uses within the site.
- ***Implementation:*** This section describes the amendment procedures, administration and enforcement, fiscal impact analysis, relationship to the airport environs land use plan, mitigation monitoring requirements, and severability.
- ***Appendix:*** The appendix provides the legal description of the site, General Plan consistency analysis, and the fiscal impact study.

II. Introduction

II. INTRODUCTION

A. Project Location and Background

The McDonnell Center is a 71.23 gross acre business park planned community located in the City of Cypress on the corner of Katella Avenue and Valley View Street, extending to Walker Street, and bounded by Southern Pacific railroad tracks on the north (see Exhibits 1 and 2, *Regional Location* and *Site Vicinity*). Surrounding land uses include the following:

- **North:** An at-grade spur track of the Southern Pacific Railroad parallels the northern boundary of the site. Light industrial, and commercial properties are located to the north of the railroad track.
- **South:** A portion of the Warland Business Centre PC-4 is located adjacent to the site across Katella Avenue to the south. This property, zoned for Business Park use, is characterized by open space consisting of agriculture. The Los Alamitos Armed Forces Reserve Center is located to the southwest.
- **East:** Warland Centre Industrial Park is located to the east across Valley View Street. Land uses consist of light industrial, and office-commercial uses.
- **West:** Vacant property zoned for Cypress Business and Professional Center, a mixed use business park area is located to the west, across Walker Street. The business park is not yet constructed. A portion of this area is occupied by an interim swap meet use.

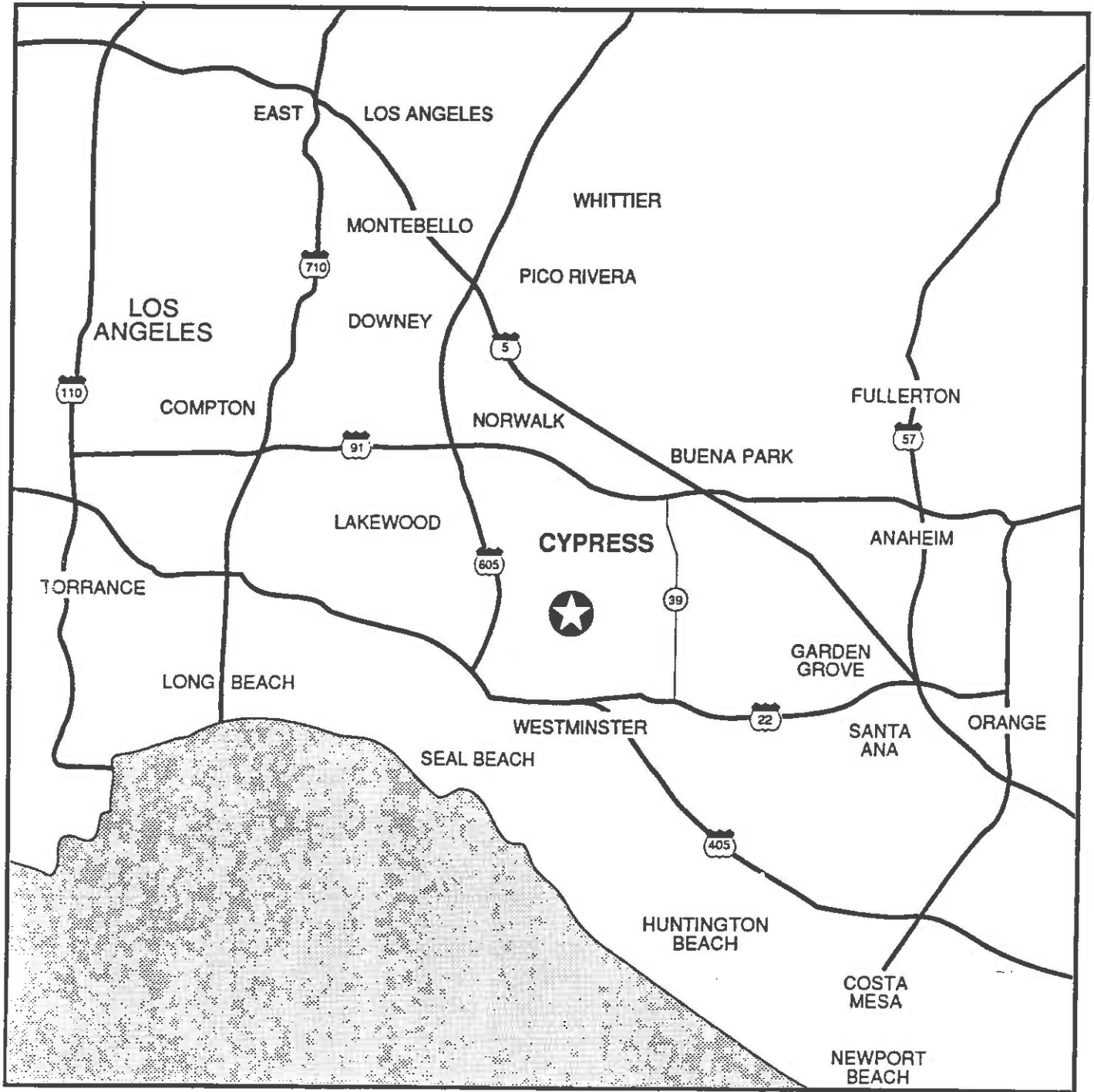
A specific plan was prepared for the McDonnell Center in 1982, with an accompanying EIR. The original project consisted of commercial, office, research & development, light industrial/manufacturing, and commercial/office uses with a maximum of 1,554,100 square feet. Of these uses, approximately 1,023,230 square feet have been developed, consisting of office, industrial/warehouse, and commercial uses (Exhibit 3, *Land Use Plan*, identifies the existing developed planning areas and their uses).

In 1988, the circulation system was revised to reflect a curving interior street rather than a loop road; this was done as part of a parcel map and an amendment to the Circulation Map of the Specific Plan. In 1992, the applicant approached the City with an amendment to the Specific Plan which proposes the addition of 206,130 square feet of office/commercial, mixed use business park, and office, in four of the planning areas within the Center.

B. Regional Issues

The growth issues (air quality, housing, traffic) of the 1980's brought about a number of attempts at comprehensive regional planning. The City of Cypress has adopted several

MCDONNELL CENTER SPECIFIC PLAN

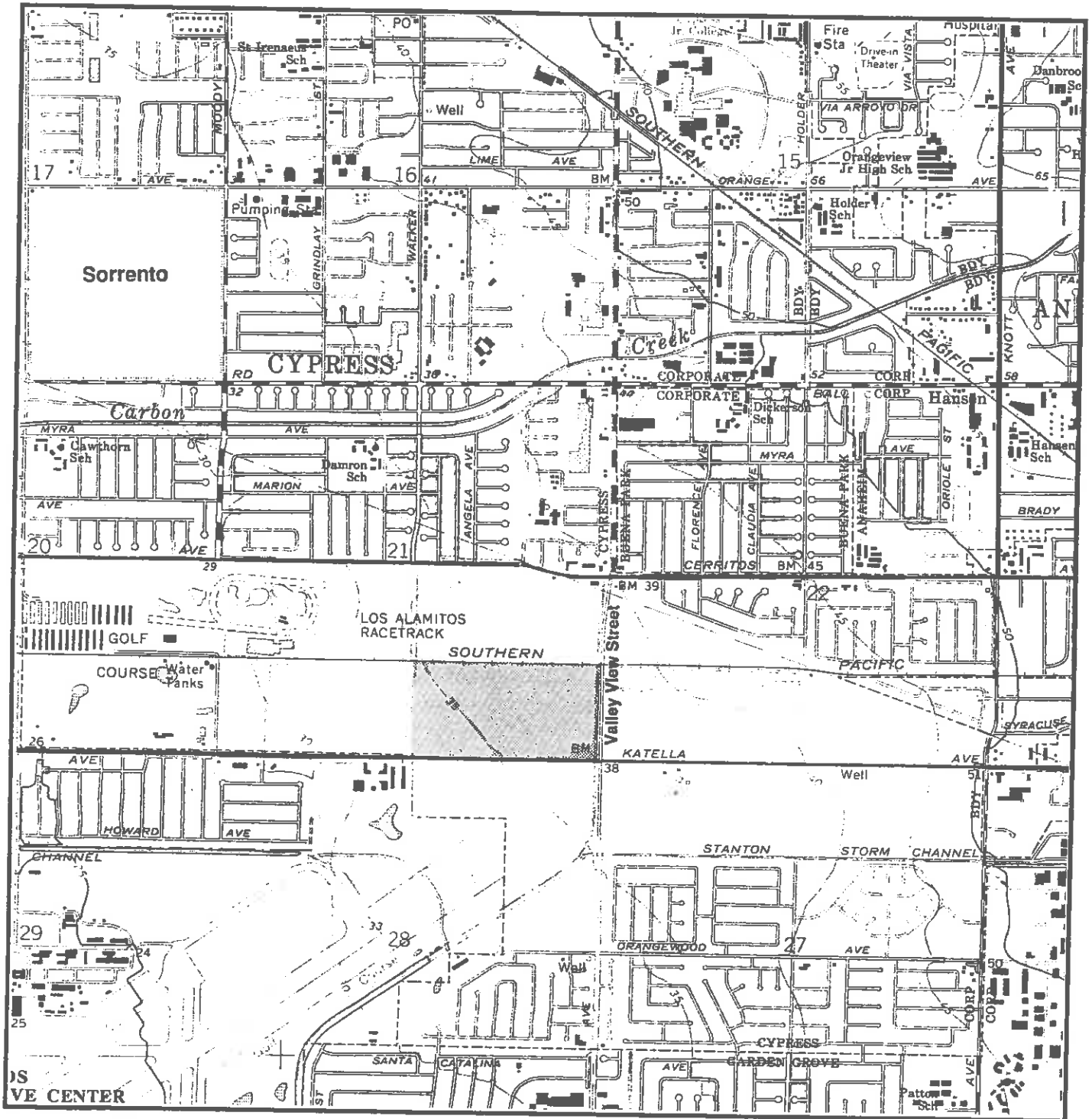


 Project Site

 0  Approx. 4 Mi.

Regional Vicinity

MCDONNELL CENTER SPECIFIC PLAN



 Project Area



Site Vicinity

plans which deal with regional issues, including an Air Quality Plan, Congestion Management Plan and Growth Management Plan. These three plans have a significant impact on the McDonnell Center project due to its cumulative impacts on the traffic conditions in the City.

1. South Coast Air Quality Management Plan

The South Coast Air Quality Management Plan (AQMP) requires measures to reduce traffic congestion and improve air quality, and requires that cities develop air quality components within their General Plans. These measures include Regulation XV, a program which requires employers of more than 100 persons to prepare trip reduction plans, and a requirement for jurisdictions to prepare an air quality component in the General Plan. The City of Cypress is subject to all local jurisdiction requirements set forth by the AQMP. The City has adopted an Air Quality Element which incorporates AQMP measures.

2. Congestion Management Plan

The Congestion Management Plan (CMP) is required by Assembly Bill 471 (Proposition 111), subsequently modified by Assembly Bill 1791. This Bill requires every urbanized county to adopt a CMP; the County of Orange has prepared a CMP which includes the City of Cypress. The CMP requires mitigation of traffic impacts of development, as well as trip reduction programs. The City of Cypress has completed the mandated components of the CMP, including level of service standards, trip reduction program, and a seven year capital improvements program for traffic and transit. The capital improvement program identifies intersection improvements for the area surrounding the McDonnell Center project.

3. Growth Management Plan

The Growth Management Plan (GMP) came about as a result of the passage of Orange County Measure M by the voters. Its purpose is to ensure that the planning, management, and implementation of traffic improvements and public facilities are adequate to meet current and projected needs. The City has adopted a Growth Management Element to meet the requirements for Measure M funding, as well as a Transportation Demand Management Ordinance.

4. Transportation Demand Management

Transportation Demand Management (TDM) measures are generally directed at increasing auto occupancy, decreasing peak hour usage, and managing demand for transportation facilities. The City of Cypress has adopted a TDM ordinance as a part of its compliance with the GMP and CMP programs. New developments in the McDonnell Center Specific Plan area will be subject to this TDM Ordinance. The City has an interest in implementing additional measures on the proposed project to further

insure compliance with the TDM assumptions. The Circulation Plan section of this document outlines project-specific measures.

C. Purpose and Intent of the Specific Plan

The McDonnell Center Specific Plan provides the planning and development regulations for the development of the McDonnell Center. It is the intent and purpose of this document to outline a comprehensive set of development plans, guidelines, development regulations, and implementation programs assuring a quality development consistent with the project Land Use Plan and the goals, objectives and policies of the City of Cypress General Plan. The provisions of this amended Specific Plan supersede any previous specific plan documents.

D. California Environmental Quality Act (CEQA)

The McDonnell Center Specific Plan was prepared in compliance with the California Environmental Quality Act (CEQA). Pursuant to State and local CEQA guidelines, the City of Cypress prepared an initial study. The City determined that the project could result in environmental impacts and therefore required environmental analysis. Because the impacts resulting from the project can be mitigated, a mitigated negative declaration was prepared. As lead agency, the City of Cypress will implement a monitoring program for the adopted mitigation measures. To assist in this monitoring effort, a mitigation monitoring program will be developed by the City and included as an Appendix of the Specific Plan upon project approval.

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. The City of Cypress adopted the McDonnell Center Specific Plan by ordinance, as the zoning designation for the area, thus superseding the PC-3 zone. State law requires public hearings by both the Planning Commission and City Council. The City Council must adopt the Specific Plan for it to take effect. City Council action alone will satisfy this Government Code requirement, since Cypress does not operate with a Planning Commission.

The McDonnell Center Specific Plan is a regulatory plan constituting the development concept and zoning for the 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 as approved by the City Council.

Actions deemed to be consistent with the Specific Plan will be judged to be consistent with the Cypress General Plan, as mandated in Section 65454 of the California Government Code. Statements demonstrating General Plan consistency with the proposed development program, as required by Government Code, are included in the Appendix of this document (Section VII).

III. Development Plan

III. DEVELOPMENT PLAN

The McDonnell Center Specific Plan is a planning tool to implement the proposed development. The project area is currently partially developed through an earlier planning document; as an amended specific plan, this plan incorporates and replaces the previous Specific Plan and focuses on the land uses and improvements for the new development, remaining consistent with the existing uses. Existing business park development includes:

- Planning Area 1: Office
- Planning Area 2: Industrial/Warehouse
- Planning Area 3: Office
- Planning Area 4: Commercial (restaurant and hotel)/Office
- Planning Area 5: Office

The development plan provides a comprehensive description of the components of the proposed development, including goals, land uses, infrastructure, circulation, and public utilities and services.

A. Goals

The following are goals of the McDonnell Center project which are implemented through development of the plans and provisions of the Specific Plan. The project is intended to:

- Provide opportunity for a variety of high quality office, industrial and commercial tenants consistent with the City's General Plan;
- Provide a range of employment opportunities on-site including professional, retail and service, and industrial, thereby widening the employee base of the City of Cypress;
- Result in a positive revenue flow to the City of Cypress;
- Ensure that the development is perceived as a single, cohesive business park complex; design measures encompassing landscaping, signage, setbacks and streetscapes will combine to establish the unique character of the development;
- Establish flexible development guidelines which will accommodate future market trends and tenant needs, without sacrificing the intended high-quality character of the project.
- Provide adequate infrastructure to support the specific plan land uses.

B. Land Use Plan

The land use plan for the McDonnell Center Amended Specific Plan consists of the intensification of four planning areas, adding 206,130 square feet of new development to the 530,870 square feet of undeveloped area remaining under the approved plan (see Exhibit 3, *Land Use Plan*, and Table 2, *Land Use Statistics*). The following summarizes the changes from the original 1982 specific plan.

Original Specific Plan Maximum Intensity	1,554,100 square feet
Developed Area within original Specific Plan	<u>1,023,230 square feet</u>
Remaining Undeveloped Area under Approved Plan	530,870 square feet
Amendment to Specific Plan (net increase)	<u>206,130 square feet</u>
Total to be Developed	737,000 square feet
Ultimate Total in Specific Plan Area	1,760,230 square feet

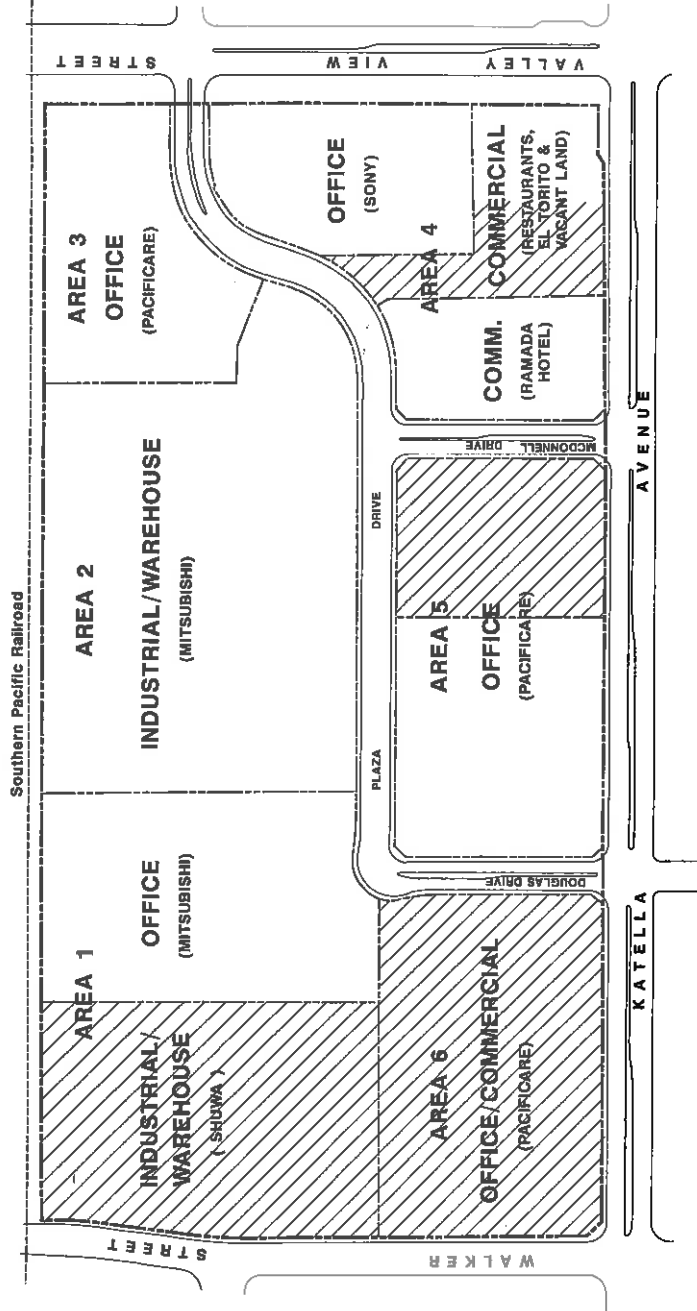
Planning areas which are to be developed under the amendment comprise a total of 737,000 square feet and include the following land uses:

Area 1, Industrial/Warehouse: Planning Area 1 is located in the northwestern corner of the site, on Walker Street. The eastern portion of this area has been developed as office use; the western portion is proposed for use as a 210,000 square foot industrial/warehouse use. The area will take access through secondary access driveways on Walker Street to the west.

Area 4, Commercial: Planning Area 4 is located on the southeast corner of the Center, at the intersection of Valley View Street and Katella Avenue. The site to be developed is sandwiched between two existing commercial uses in Planning Area 4: the Ramada Inn to the west, and the El Torito Restaurant to the east. The site is intended for use as a 9,000 square foot restaurant, although other commercial uses which support the businesses of the Center are permitted. Access to the site will be through a driveway connection with Plaza Drive and a secondary access driveway on Katella Avenue.

Area 5, Office: Planning Area 5 is located in the south central portion of the project area, fronting on Katella Avenue. The eastern portion of the Planning Area has been developed as an office use with a parking lot in the area proposed for additional office use. The proposed development of the site would consist of construction of a 150,000 square foot, six story office building and a parking structure to provide parking for the existing use and the new building. Access will be through a secondary access driveway on McDonnell Drive and through internal connections with the existing use.

MCDONNELL CENTER SPECIFIC PLAN



Area	Net Acres	Existing SF	Proposed SF	Ultimate Total
1	16.14	151,000	210,000	361,000
2	15.32	388,653	0	388,653
3	5.02	108,866	0	108,866
4	10.54	219,818	9,000	228,818
5	9.18	206,895	150,000	356,895
6	8.47	0	369,000*	369,000*
Total (net)	64.67	1,023,230	737,000	1,760,230
Roads	6.56			
Total (gross)	71.23	1,023,230	737,000	1,760,230

* Includes 10,000 square foot child care facility
 Approved Specific Plan (1982) 1,554,100 square feet
 Proposed Specific Plan Amendment 1,760,230 square feet
 Increase 206,130 square feet

Areas of Proposed New Development



Robert Stein, William F. Thompson Associates
 403 N. 25th St. #101

Source: Howard F. Thompson Associates, Inc.

**TABLE 2
LAND USE STATISTICS**

Area	Land Use	Net Acres	Existing Square Footage	Proposed Square Footage	Ultimate Total
1	Industrial/Warehouse/ Office	16.14	151,000	210,000	361,000
2	Industrial/Warehouse	15.32	338,653	0	338,653
3	Office	5.02	106,866	0	106,866
4	Commercial/Office	10.54	219,816	9,000	228,816
5	Office	9.18	206,895	150,000	356,895
6	Office/Commercial	8.47	0	368,000*	368,000*
	<i>Subtotal</i>	<i>64.67</i>	<i>1,023,230</i>	<i>737,000</i>	<i>1,760,230</i>
	Roads and Rights of Way	6.56			
	TOTAL	71.23	1,023,230	737,000	1,760,230

* Includes a 10,000 square foot child care facility

Area 6, Office/Commercial: Planning Area 6 is located on the southwestern corner of the project area, at the intersection of Katella Avenue and Walker Street. The site is currently vacant. The Planning Area is planned for 368,000 square feet of office uses with supporting commercial retail uses. This area includes a 10,000 square foot child care facility for the employees of the businesses within the planning area. The design intent of the planning area is the creation of a "campus" style office development, utilizing several office and commercial buildings designed as an integrated whole. This may include the development of a central plaza space to link the buildings (see the conceptual design concept in Exhibit 8, Conceptual Site Plan for a possible design scenario). A parking structure will accommodate the parking needs for the Planning Area uses. Access will be through Douglas Drive and secondary driveways on Katella Avenue and Walker Street.

C. Circulation Plan

1. Regional Access

Regional highways providing access to the City of Cypress and the McDonnell Center include Interstate 605 (San Gabriel River Freeway), Interstate 405/SR-22 (San Diego and Garden Grove Freeways), SR-91 (Artesia Freeway), and SR-39 (Beach Boulevard). Arterial highways which provide access include:

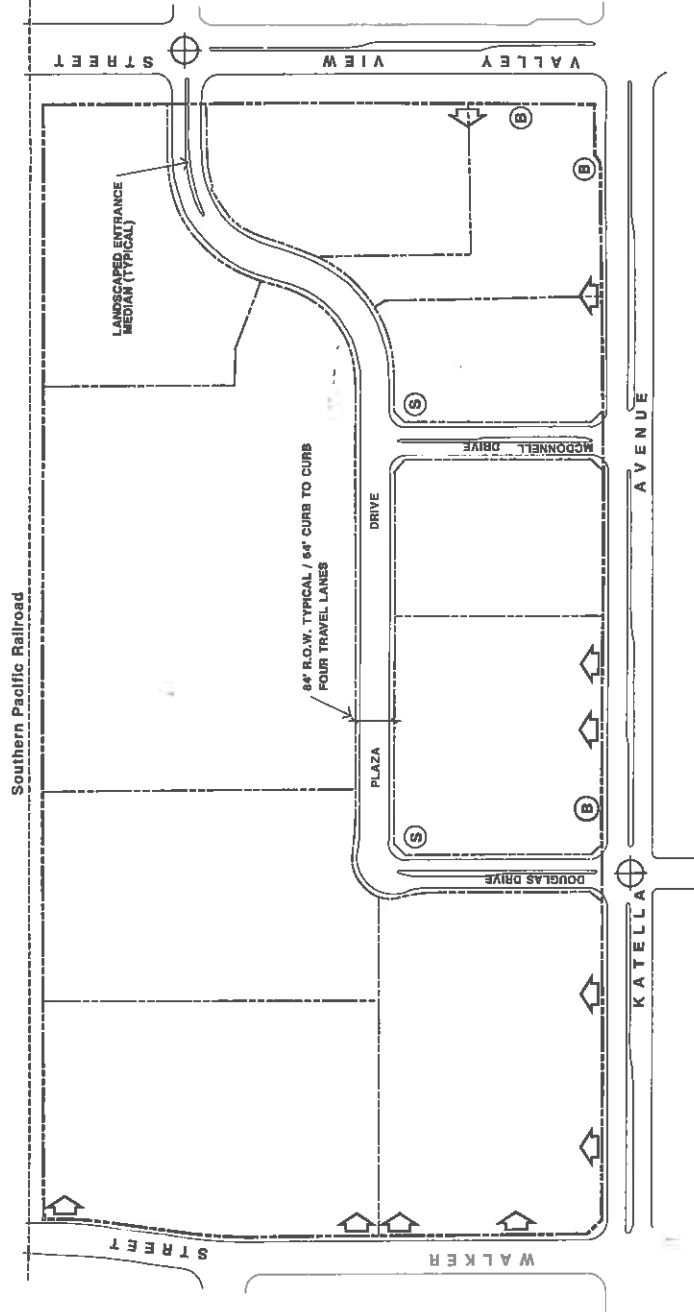
- Valley View Street, a north-south Major roadway designated as a truck route and a bicycle route through the City;
- Katella Avenue, an east-west Major roadway designated as a truck route through the City and a bicycle route along the project frontage;
- Walker Street, a north-south Secondary roadway designated as a bicycle route.






2. Circulation Components

The access and internal circulation components of the project are existing; however, the circulation pattern, when constructed, varied from the approved 1982 specific plan. The current system consists of three major access driveways. Plaza Drive comprises the major interior roadway, providing access to the Planning Areas.

The circulation components of the project consist of primary entry driveways, secondary access driveways, interior roads, sidewalks, transit, and internal traffic control (see Exhibit 4, *Circulation Plan*).

MCDONNELL CENTER SPECIFIC PLAN



-  Site Boundary
-  Stop Sign
-  Existing Bus Stop Location
-  Traffic Signal
-  Existing or Potential Secondary Access Driveway



Source: Howard F. Thompson Associates, Inc.

Circulation Plan Exhibit 4

Primary Entry Driveways: The primary driveways are a continuation of the internal road system, and consist of Douglas Drive and McDonnell Drive which take access from Katella Avenue; and Plaza Drive which takes access from Valley View Street. The entry driveways consist of an 84 foot right-of-way with a 14-foot landscaped median. Both Plaza Drive and Douglas Drive are signalized intersections.

Secondary Access Driveways: Secondary driveways are smaller driveways which provide access to individual planning areas from the surrounding roadways. One existing secondary driveway occurs along Valley View Street, three existing and two planned occur along Katella Avenue, and four planned driveways occur on Walker Street.

Interior Roads: Plaza Drive is the interior collector roadway in the project area. This road provides access to the individual planning areas, with the exception of Planning Area 1 which takes primary access from Walker Street. In the western portion of the project, Plaza Drive becomes Douglas Drive. Plaza Drive consists of an 84 foot right-of-way, 64 foot curb-to-curb road with four travel lanes and a painted turn median. The four travel lanes are currently unstriped and act as two lanes; should the need arise for additional lanes, they will be striped. The intersections of the primary entry driveways with Plaza Drive are stop controlled.

Sidewalks: A ten-foot sidewalk will be provided on the project frontage on Walker Street.

Transit: An OCTA bus route passes the project on Katella Avenue. The project Circulation Plan identifies two existing bus stop locations along the project frontage on Katella Avenue: an existing stop with bus turnout near the intersection with Valley View Street, and an existing stop just east of Douglas Drive. In addition, an existing stop and bus turnout are located on Valley View near the intersection with Katella Avenue.

3. Transportation Demand Management (TDM)

There are a number of methods which can alleviate vehicular congestion. Within the Specific Plan area, private driveways and common drives which connect adjoining developments help reduce traffic.

Bus stops will be located along Katella Avenue to reinforce public access and help to mitigate peak traffic flows; these bus stops include the existing stop and turnout near the intersection of Katella Avenue and Valley View Street, and a proposed stop near the intersection with Walker Street.

Further, the city's policies regarding the effects on City services of land development and Traffic Impact Mitigation Fees (Ordinance 911) will be implemented by the project.

In order for the proposed Amended Specific Plan to be found in compliance with the Cypress General Plan, some conditions are required so that new development will pay its proportionate share of required traffic mitigations, GMP/CMP requirements are satisfied, and TDM related assumptions incorporated in the traffic analyses are addressed. These include the following:

- a. The Amended Specific Plan will be subject to the Citywide Traffic Fee and a planned regional related fee (or potential mitigation if a fee is not adopted). The traffic fees previously collected from the Business Park will be utilized to provide traffic improvements specific to the Business Park area.
- b. A CMP Traffic Impact Analysis (TIA) will be completed when the cumulative trip generations for new projects within the Specific Plan area will exceed the threshold (2,400 daily trip ends or 1,600 daily trip ends if there is direct access to the CMP Highway System). The analyses will be in conformance with the City of Cypress adopted procedures. This procedure is outlined in the CMP Manual and was included as a "model" for cities to adopt, if desired. This is the procedure adopted by the City of Cypress.
- c. The entitlements within the Specific Plan Area will be subject to review once the cumulative trip generations (no TDM reduction) of new developments reach 100 percent of the assumed trip generation totals used in the Citywide Fee analyses (with the 35 percent TDM reduction*). Essentially 65 percent of the assumed development is allowed to occur, then prior to utilization of the "TDM related credits," added documentation is required. At that point, the developers will need to provide documentation satisfactory to the City, which shows compliance with the Citywide Fee analyses assumptions or updated environmental analyses.

*Note: The traffic studies assume that using TDM measures produces a 35% reduction in the traffic volume.

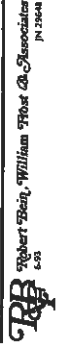
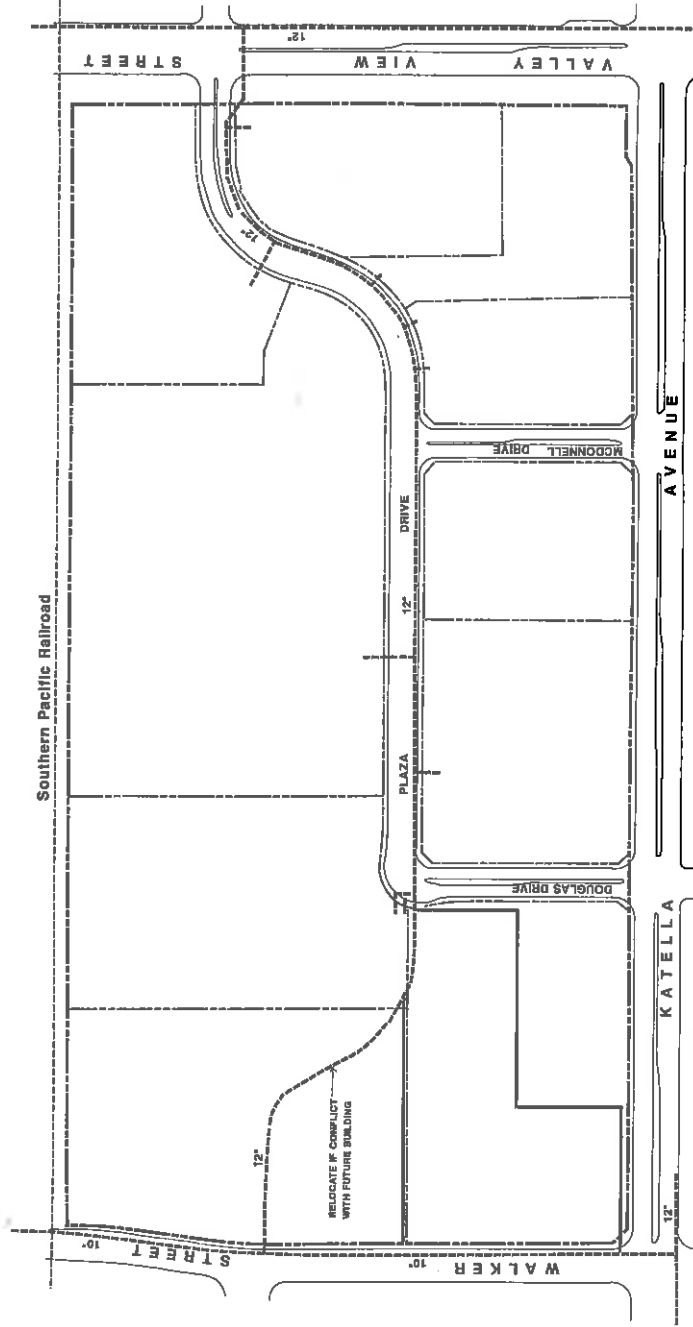
D. Public Facilities Plans

1. Water Plan

The Southern California Water Company is the water purveyor in the City of Cypress. An existing network of water mains serves the McDonnell Center and the surrounding uses; those that serve the site include 12- and 10-inch water mains located in Valley View and Walker Streets, respectively.

The Water System Plan (Exhibit 5, *Water System Plan*) depicts the existing and proposed water systems. The existing system is comprised of a 12-inch main located in Plaza Drive. This system connects to the mains in both Valley View and Walker Streets and provides water service to the existing development.

MCDONNELL CENTER SPECIFIC PLAN



Sources: Howard F. Thompson Associates, Inc.

The proposed system connects to the existing main in Plaza Drive and Walker Street to provide service to Planning Area 6. Planning Areas 1, 4, and 5 will be served by an extension of the existing system. The main which passes through Planning Area 1 may be relocated if there is a conflict with the proposed building for the area.

The ultimate location and sizes of the proposed water lines could vary from that shown on the plan. Precise water requirements for the new development will be determined during more detailed levels of project planning and are subject to site plan review by the City.

2. Sewer Plan

The City of Cypress is responsible for the review and approval of the collection of wastewater within the project, and the County Sanitation Districts of Orange County (CSDOC) is responsible for the treatment of wastewater. An existing sewer line is located in Katella Avenue and consists of 18-inch City sewer (transitioning to a 21-inch line) which flows to a 30-inch CSDOC regional subtrunk in Lexington Drive (west of the McDonnell Center).

The Sewer Plan (Exhibit 6, *Sewer System Plan*) depicts the existing sewer system which serves the project area. The existing system is comprised of several lines, including a 12-inch line in the central portion of the site; a 10-inch line which collects wastewater from Planning Area 1; and an 8-inch line located in Plaza Drive which collects wastewater from the eastern planning areas. These existing systems connect to the City sewer in Katella Avenue.

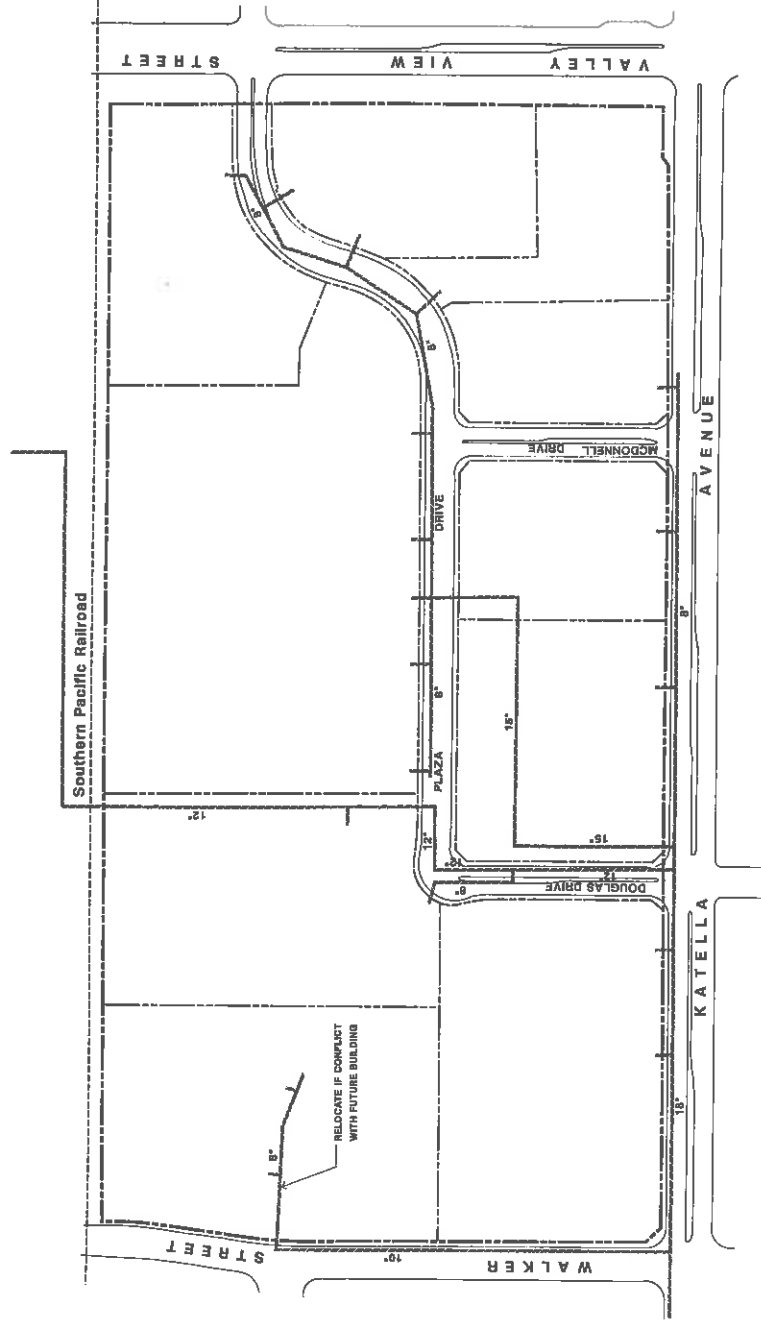
3. Drainage Plan

The City of Cypress and the Orange County Flood Control District are the agencies responsible for the flood control system in the project vicinity. Existing regional flood control channels exist in Walker and Valley View Streets. The Bolsa Chica channel, in a buried box culvert, is located in a sixty-foot wide Orange County Flood Control District property on the project's eastern boundary on Valley View Street.

The existing storm drain system provides drainage for the site, draining the majority of the site to the west, towards the existing 84-inch storm drain in Walker Street (see Exhibit 7, *Storm Drain Plan*). The eastern portion of the site (Planning Areas 3 and 4) drains to the Bolsa Chica channel on the eastern project boundary.

The proposed drainage system adds a 54-inch drainage line to provide drainage for the development in the northern portion of Planning Area 6, and a 24-inch line to connect the southern portion to the 30-inch line in Katella Avenue (see Exhibit 7, *Storm Drain Plan*). The existing system provides drainage for Planning Area 1; this system may be relocated if there is a conflict with the proposed building for the area.

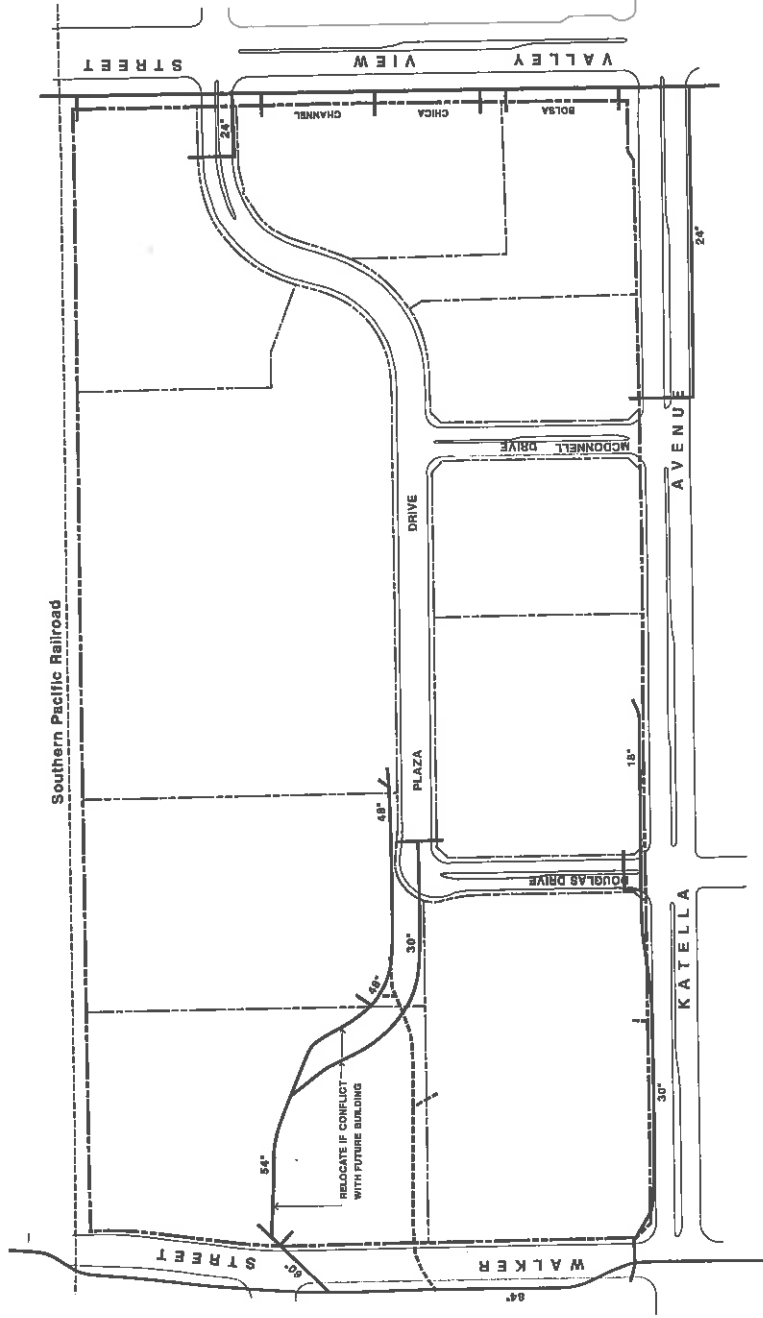
MCDONNELL CENTER SPECIFIC PLAN



Existing Sewer



MCDONNELL CENTER SPECIFIC PLAN



- 24" Pipe Size
- Existing System
- Proposed System



Robert Stein, William Stout & Associates
P. 21564

Source: Howard F. Thompson Associates, Inc.

The ultimate location and sizes of the proposed storm drain lines could vary from that shown on the plan. Precise drainage requirements for the new development will be determined during more detailed levels of project planning and are subject to site plan review by the City.

4. Public Utilities and Services

The following public services and utilities will provide services to the Specific Plan include:

a. Police and Fire Services

Police services to the Center are provided by the Cypress Police Department, located at 5275 Orange Avenue.

The Orange County Fire Department (OCFD) provides fire protection and emergency medical care to the Specific Plan area. The closest station is Station 17, located on Cerritos Street.

b. Electricity and Natural Gas and Telephone

Electricity, natural gas, and telephone service are currently provided to the McDonnell Center by Southern California Edison, the Southern California Gas Company, and Pacific Telephone, respectively. Major mains and cables are existing in streets surrounding the Center and are adequate to provide service to the new development. Precise design and sizing requirements for the new development will be determined during more detailed levels of project planning and are subject to site plan review by the City and service agencies.

Utilities are currently located underground, and utility extensions to new development areas will continue this practice.

IV. Design Concept

IV. DESIGN GUIDELINES

A. Introduction and Purpose

The Specific Plan Design Guidelines have been prepared to articulate the intended character of the McDonnell Center Specific Plan area. The purpose of the guidelines is to:

- Establish a flexible design framework and design review criteria which developers/designers of individual projects will use as a guide to new development and which the City will use to evaluate proposed development. These guidelines will assure developers within McDonnell Center and the City of Cypress that individual improvements will conform to a high standard of design,
- Ensure compatibility with the existing high quality development in the Center,
- Provide the City with assurances that the Specific Plan area will develop in accordance with the intended character, and will enhance the overall image of the City of Cypress.

Particular design review attention will be directed towards preventing an incremental degradation of design and planning standards for the McDonnell Center; discouraging expedient solutions that are not beneficial to longer term McDonnell Center interests; and discouraging mediocre, inconsistent, or poorly executed planning and design solutions.

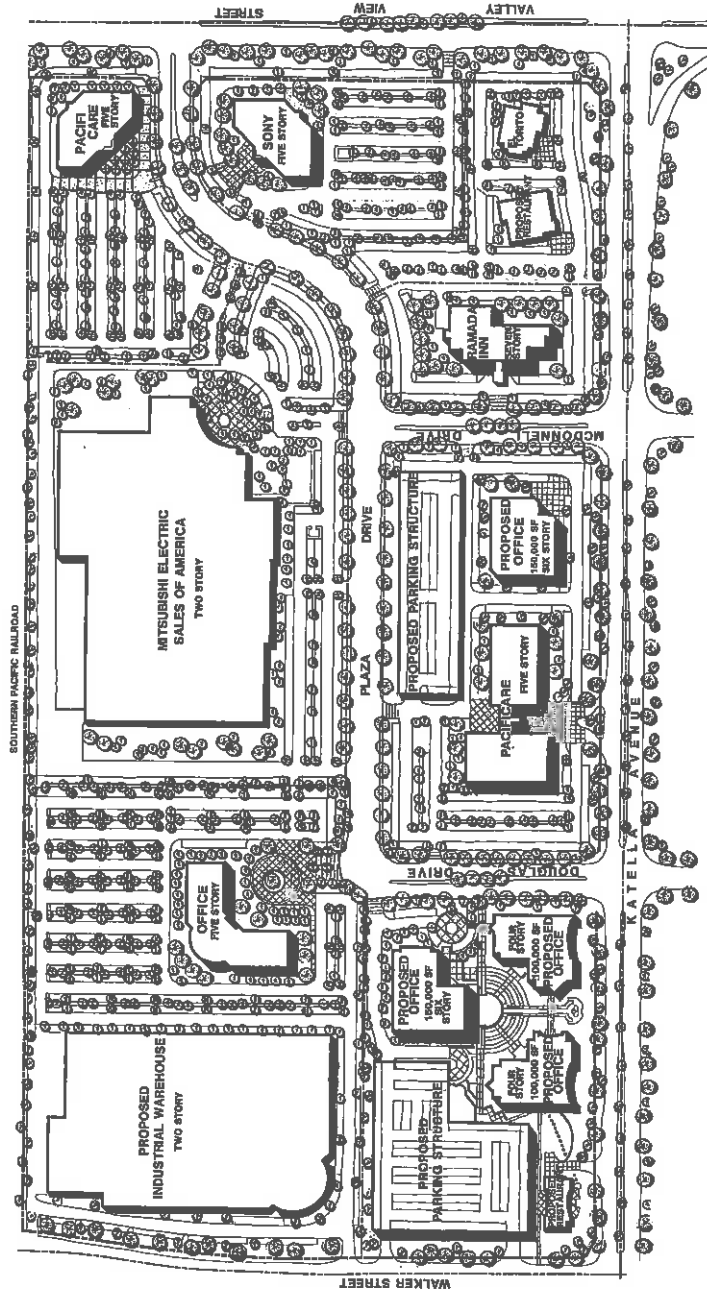
The following design guidelines are intended for use by the City of Cypress as part of the site plan review process. The guidelines consist of four sections composed of Site Planning, Parking, and Access, Architecture, Landscape Architecture, and Signage and Lighting.

B. Site Planning, Parking, and Access Guidelines

The site planning and design of the individual planning areas should respect the community design concept envisioned for the Center. Site planning should consider buildings, roads, entries and parking lot locations. The successful integration of the design elements and individual projects will enhance the visual experience, and promote a sense of place. The Conceptual Site Plan (see Exhibit 8, Conceptual Site Plan) provides an indication of a potential site plan of the new development (the final site plan may differ). The following guidelines pertain to the site planning of the Center.

1. All site layouts need to be designed to route people and vehicles through the site in a manner that considers vehicle and pedestrian circulation as well as the number of parking stalls provided.

MCDONNELL CENTER SPECIFIC PLAN



Note: This plan presents conceptual building siting for illustrative purposes only. The final site plan may differ.



Robert Beut, William Frost & Associates
P 25648

Source: Howard F. Thompson Associates, Inc.

Conceptual Site Plan Exhibit 8

2. A relationship between site and building shall be firmly established. Site features that create a link to the building and develop a sense of place must be integrated into every project.
 - *Appropriate* examples could include enhanced hardscape areas framed by special planters and plantings, entry courts, and employee patio areas;
 - *Inappropriate* examples would include a primary building entry served solely by a narrow sidewalk that can only be reached by walking between a row of cars.
3. Clear, identifiable circulation paths shall be provided for vehicles and pedestrians.
4. Overly complex circulation schemes and lengthy dead-end parking arrangements are discouraged and will be carefully reviewed by the City with an eye towards requiring their revision.
5. To promote energy conservation, the following measures are encouraged for incorporation into final site plans:
 - Provision of a bicycle locking apparatus in proximity to, and within view of, major building entrances.
 - Maximum use of compact parking stalls pursuant to Section 14 (Off-Street Parking) of the City of Cypress Zoning Ordinance.
 - Provision of a separate and clearly marked motorcycle parking area near building entrances.

C. Architectural Guidelines

The overall objective is to foster the creation of an attractive, value-apparent environment.

- All design elements shall appear integrated into the overall project concept. Designs that appear arbitrary or are inconsistent in form are not acceptable.
- Detached structures and satellite buildings must be integrated into the overall project design. Slipshod or patchwork-type construction shall not be allowed.

1. Architectural Character

Project design concepts shall adhere to an architecturally sophisticated stylistic design approach or follow a Contemporary or International High-Tech Style of design consistently, throughout a project, in terms of its basic massing, shape and character versus an attempt to mimic a particular style's commonly perceived detail and ornament. Projects of this type should not attempt to mimic the detail and ornament of residential or period styles (i.e., Spanish or Mission-Style), although freestanding theme restaurants may utilize styles appropriate to their cuisines.

2. Building Massing and Form

- a. Building massing shall possess a balance in form and composition.
- b. Large, flat, unarticulated building elevations are not permitted.
- c. Vertical supports (columns, piers, fins, etc.) shall be visually balanced with the loads that they visually carry.
- d. Fenestration, as a whole, must be carefully composed to complement a building's basic solid massing. Mullion patterns should provide scale and modulation that relate to the overall building design.
- e. A visual continuity shall be fostered within multi-building projects. A continuity within the context of adjacent existing projects within the McDonnell Center must be considered.
- f. Projects shall develop a special relationship to the pedestrian. All ground story facades, including parking structures, shall be designed to relate to the human scale. One of many ways that this could be accomplished is through breaking the facade into bays and smaller forms along with bringing the signage down in size and location. This relationship in scale could be further strengthened through the careful introduction of pedestrian arcades and with the careful integration of landscape.
- g. A stepped back or tiered building massing approach is encouraged, particularly along Katella Avenue.

3. Building Entries

- a. Primary building entries should be obvious. A clearly defined primary pedestrian entry linking to an enhanced hardscaped foreground is required for each building.

- b. Primary building entries shall be emphasized by design features such as overhangs, recesses and roof forms that are integrated into the overall building design.

4. Building Materials, Colors, and Finishes

- a. Exterior materials selected for a building must be consistently applied throughout a project.
- b. Color palettes shall be chosen from a palette of subtle, warm tones and shall be consistently applied throughout a project. The studied and careful use of color and color accents is encouraged.
- c. The use of tinted and/or moderately reflective high-performance glazing is encouraged (a wide range of glazing transparencies, and reflectivities in green, blue, bronze, rose, and gray shades are available). Clear or lightly tinted glazing is also acceptable. Due to their potentially distracting nature, untinted mirrored glass, and gold tinted mirrored glasses are not allowed. The use of opaque-appearing black glass is strongly discouraged.
- d. Monolithic glazing may be used in special applications as an accent to the overall design, but should not be used as a dominant design theme. "Glass Boxes" are not permitted.
- e. Wood may be used as an accent material only, not as the primary building cladding. All wood must be finished with paint or solid base stain.

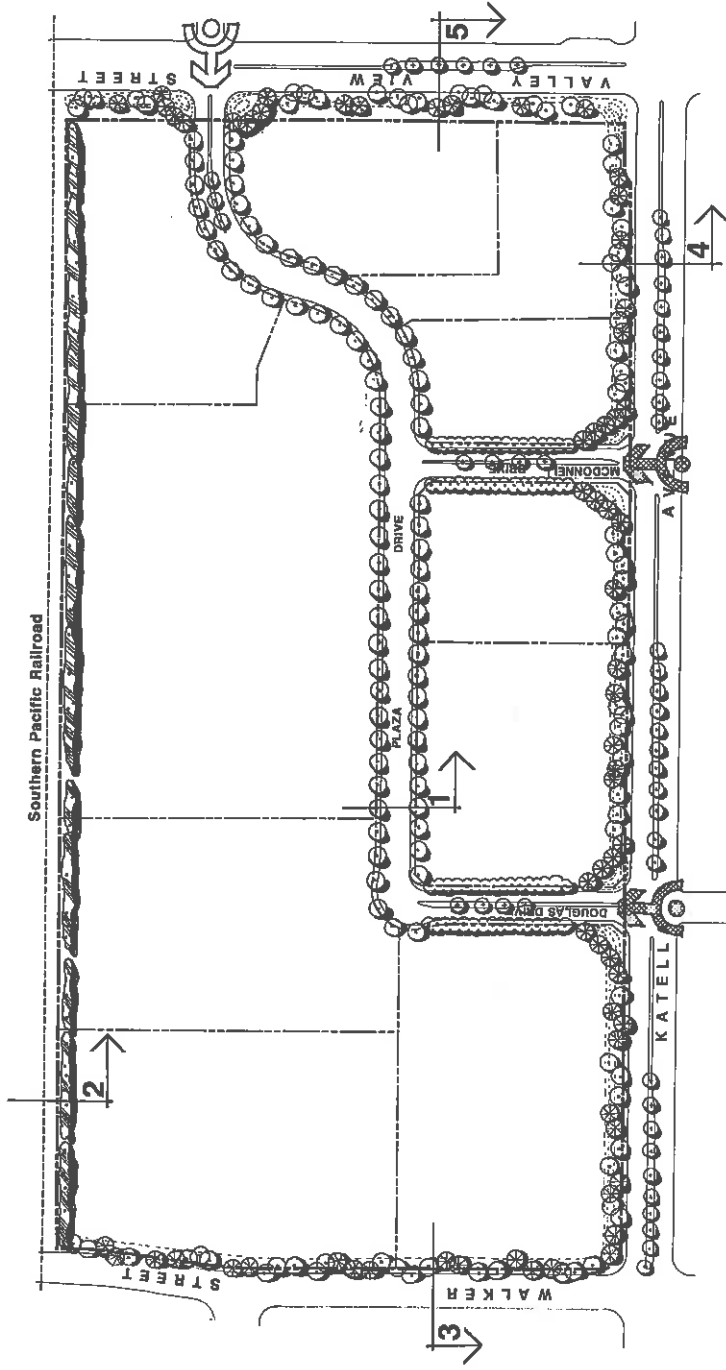
5. Mechanical Equipment

- a. No mechanical equipment shall be exposed on the wall surface of a building.
- b. Vents, louvers, exposed flashing, tanks, stacks overhead doors, and other service doors must be painted consistent with the color scheme of the building.
- c. Cyclone blowers must be screened and located below the fascia or roofline of a building. They should preferably be located at the rear of a building and painted to match the color scheme of the building.
- d. Electrical transformers must be screened when located outdoors.

D: Landscape Guidelines

The landscape concept for the McDonnell Center is an integral component of the overall project design. The conceptual landscape plan (see Exhibit 9, *Conceptual Landscape Plan*) provides a consistent design for the established and new elements of the project. The

MCDONNELL CENTER SPECIFIC PLAN



- | | |
|--|---------------------------|
| | Typical Section |
| | Entry Type 1 |
| | Entry Type 2 |
| | Edge Buffer |
| | Plaza Drive |
| | Douglas & McDonnell Drive |
| | Project Edge |
| | Edge Buffer |
| | Plaza Drive |
| | Douglas & McDonnell Drive |



landscape concept for the new development (the frontage of Planning Areas 1 and 6) blends with the existing landscape features.

The following text describes the components of the landscape plan and landscape design guidelines for the project. The Conceptual Landscape Plan (Exhibit 9) identifies the location of typical cross sections and elevations provided as Exhibits 10-12.

1. Landscape Plan

The landscape plan components have been separated into five categories which form the common landscape framework for the project:

- Project Roadways
- Northern Site Edge Buffer
- Project Edge
- Entries
- Parking Lots and Structures

Because they are the primary landscape element, suggested trees are listed; for areas of new development, shrubs and groundcovers may be chosen from the Suggested Plant Materials list, Table 3. Individual business within the planning areas of the Center are responsible for the development and implementation of the landscaping for their buildings and parking lots and are not required to limit their plant palette to the suggested list.

a. Project Roadways

The project roadways consist of Plaza Drive, the primary internal road; and Douglas and McDonnell Drives, the two major entry driveways. The majority of the streetscape for these roadways is existing, and consists of the following:

- *Plaza Drive:* A formal planting of large deciduous trees at 40 feet on-center with turf below (see Exhibit 11, *Typical Landscape Cross Sections*). Twenty-foot parkways occur on each side of the road.

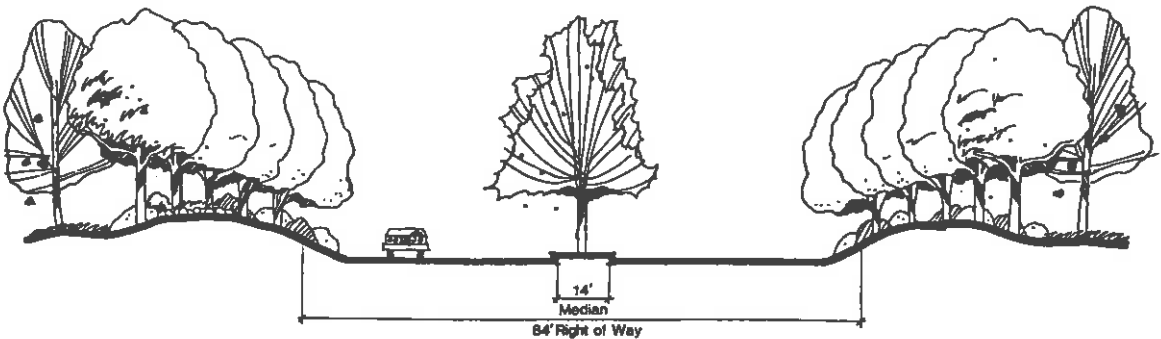
Trees

Liquidambar styraciflua
Platanus acerifolia
Tristania conferta

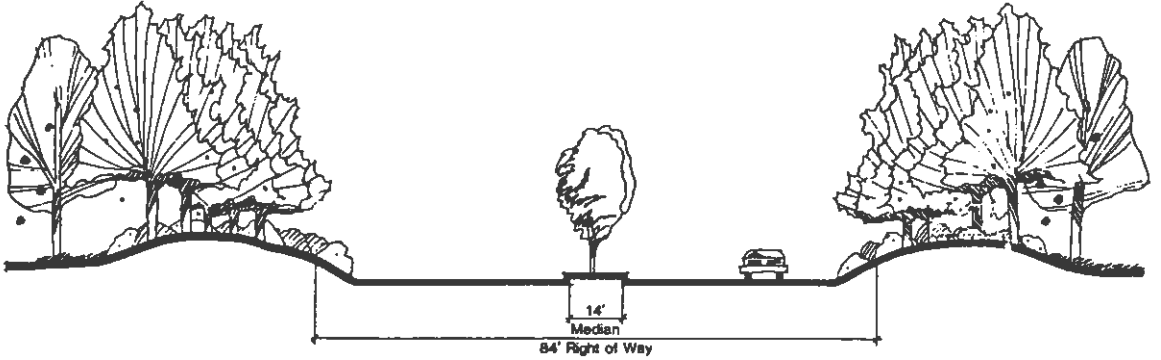
Liquidambar (median)
London Plane Tree
Brisbane Box

- *McDonnell and Douglas Drives:* Formal plantings of medium sized evergreen canopy trees, 20 feet on center with turf below. Although the majority of this streetscape is existing, the frontage of Planning Area 6 on Douglas Drive has not been constructed.

*MCDONNELL CENTER
SPECIFIC PLAN*



Elevation Type 1: Valley View Street



Elevation Type 2: Katella Avenue

Entry Elevations

Trees

Cupaniopsis anacardioides	Carrot Wood
Liquidambar styraciflua	Liquidambar (median)
Platanus acerifolia	London Plane Tree

b. Northern Site Edge Buffer

The northern site edge consists of the existing Southern Pacific railroad tracks. The buffer, existing throughout the developed portions of the project and proposed for the rear of Planning Area 1, is composed of a five foot landscape buffer of a dense informal planting of tall evergreen trees (see Exhibit 11, *Typical Landscape Cross Sections*).

Trees

Alnus rhombifolia	White Alder
Eucalyptus ficifolia	Red-Flowering Gum
Platanus acerifolia	London Plane Tree
Tristania conferta	Brisbane Box

c. Project Edge

The project edges are made up of the publicly visible street frontages on Valley View Street, Katella Avenue, and Walker Street. Generally, the design intent for all three project edges consists of informal groupings of large, open evergreen trees and intermittent groupings of small deciduous accent trees with mounded turf below.

For the edge treatment for new development where no streetscape exists, turf will be minimized in accordance with the requirements of the City's landscape ordinance, to be replaced by a mixture of turf and groundcovers.

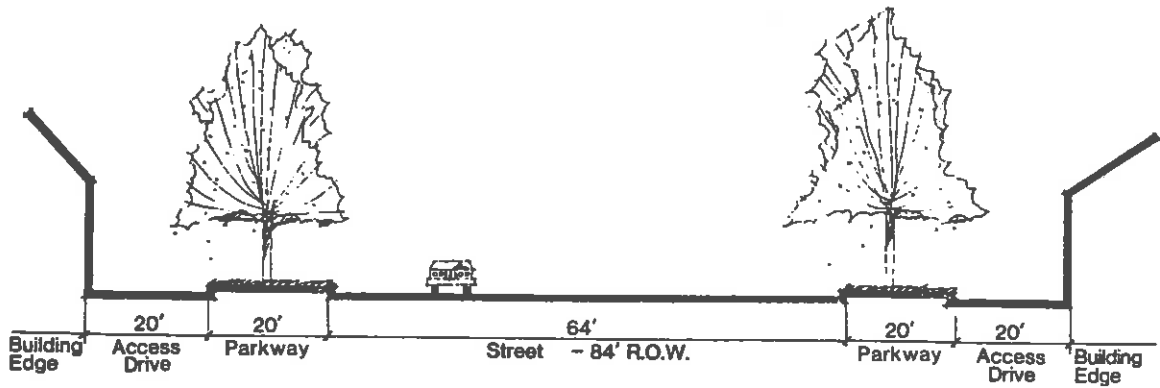
- *Valley View Street:* The Valley View Street edge (see Exhibit 12, *Typical Landscape Cross Sections*) is an existing streetscape that covers the underground Bolsa Chica Channel, a County Flood Control facility and consists of a 38 foot bermed and landscaped edge with a meandering sidewalk/bicycle path.

Trees

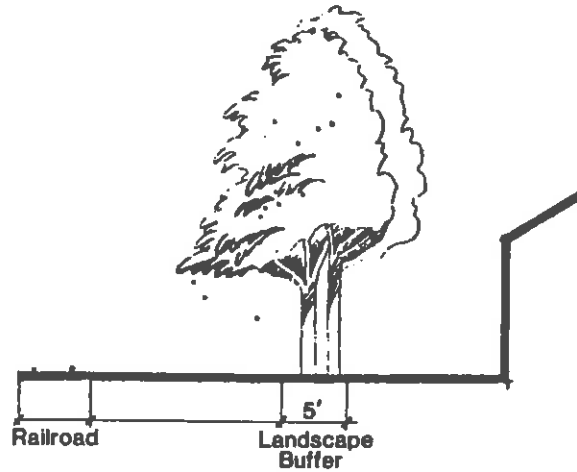
Erythrina caffra	Coral Tree (entry areas)
Pinus canariensis	Canary Island Pine
Platanus acerifolia	London Plane Tree
Tristania conferta	Brisbane Box

- *Katella Avenue:* The streetscape edge on Katella Avenue (see Exhibit 12, *Typical Landscape Cross Section*) is an existing streetscape adjacent to

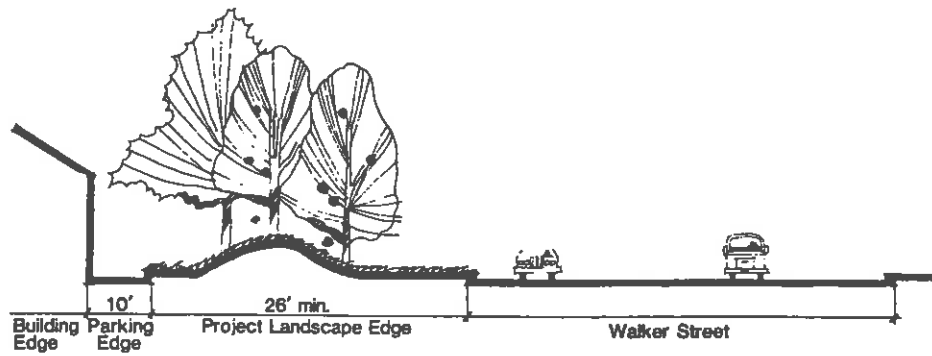
MCDONNELL CENTER SPECIFIC PLAN



Section 1: Plaza Drive Streetscape



Section 2: Northern Project Edge



Section 3: Walker Street Project Edge

Landscape Cross Sections

Planning Areas 4 and 5 that consists of a 34-foot minimum bermed and landscaped edge with a meandering sidewalk/bicycle path. A continuation of this landscaping will be added to the street frontage of Planning Area 6 which will be consistent with the existing streetscape.

Trees

Erythrina caffra	Coral Tree (entry areas)
Platanus acerifolia	London Plane Tree
Tristania conferta	Brisbane Box

- *Walker Street:* The proposed streetscape for the edge of the project on Walker Street (see Exhibit 11, *Typical Landscape Cross Sections*) will continue the concept of evergreen trees, deciduous accent trees, and mounded turf and groundcovers. For consistency, an attempt will be made to incorporate elements of the landscape planned for the Cypress Business and Professional Center across Walker Street, which uses ficus and eucalyptus in conjunction with shrubs and groundcovers. Eucalyptus would be utilized only at the corner of Katella Avenue and Walker Street.

Trees

Erythrina caffra	Coral Tree
Eucalyptus spp.	Eucalyptus
Ficus florida	ficus
Platanus acerifolia	London Plane Tree
Tristania conferta	Brisbane Box

d. Entries

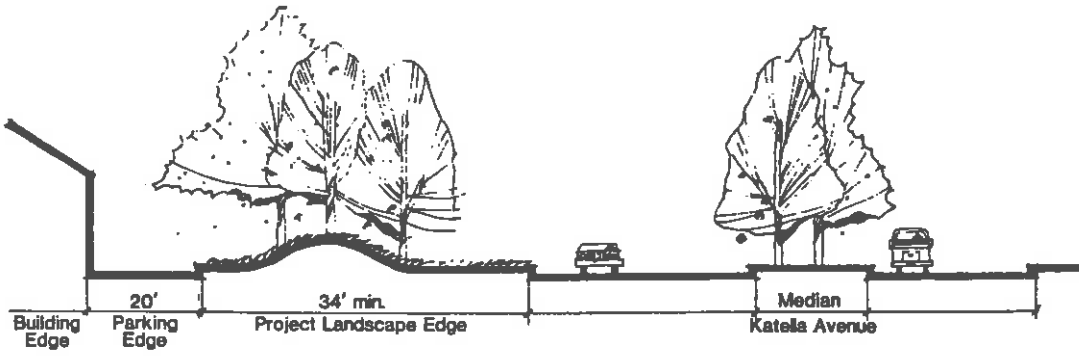
There are two types of major entries into the project: the entry from Valley View Street (Type 1) and the entries from Katella Avenue (Type 2). All three major entries are existing. There are numerous secondary entry driveways into individual businesses in the Center.

- *Valley View Street (Type 1):* This entry is an existing, signalized entry into the project area. The landscaping consists of tall deciduous accent trees with a variety of shrubs and a three-foot high turf berm (see Exhibit 10, *Entry Elevations*).

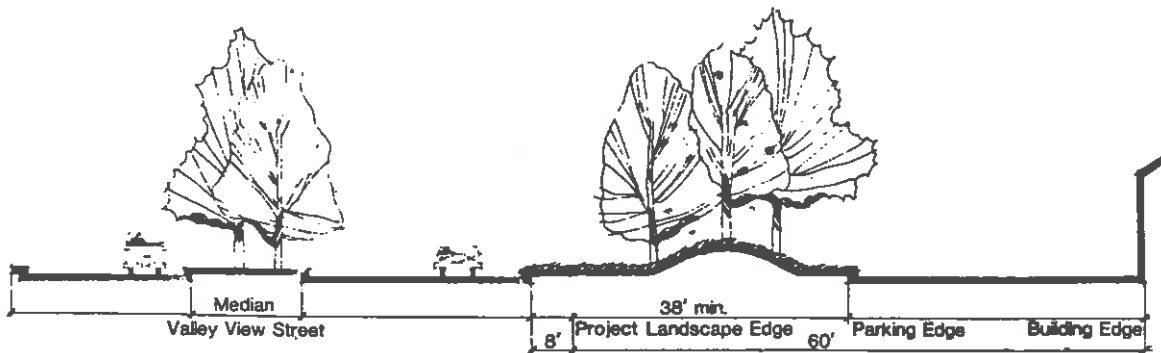
Trees

Platanus acerifolia	London Plane Tree
Tristania conferta	Brisbane Box

- *Katella Avenue (Type 2):* These two entries are existing entries into the project area. The design treatment consists of large-scale canopy



Section 4: Katella Avenue Project Edge



Section 5: Valley View Street Project Edge

Landscape Cross Sections

flowering trees with a variety of shrubs and a three-foot turf berm (see Exhibit 10, *Entry Elevations*).

Trees

Erythrina caffra	Coral Tree (entry areas)
Liquidambar styraciflua	Liquidambar
Tristania conferta	Brisbane Box

- *Minor Entries:* Driveways into individual planning areas, both from the surrounding arterials and from the interior street system, are marked by coral trees with groundcover and shrubs below.

Trees

Erythrina caffra	Coral Tree
------------------	------------

e. Parking Lots and Structures

The parking lots are generally designed by the individual businesses within a Planning Area. The existing landscape includes generous planting of trees with groundcovers and shrubs below. Future development should continue this theme.

Two parking structures are anticipated as part of the new development. Parking structures should be landscaped to soften their appearance and provide "human scale" while retaining adequate security surveillance for safety within the structures. Landscaping for the structures will be undertaken by individual businesses and is therefore not subject to the suggested plant palette; however, where there is a close relationship, it should blend with the facing streetscape.

Trees

Cupaniopsis anacardioides	Carrot Wood
Erythrina caffra	Coral Tree (entry areas)
Platanus acerifolia	London Plane Tree

**TABLE 3
SUGGESTED PLANT PALETTE**

<i>Latin Name</i>	<i>Common Name</i>
Trees	
Cupaniopsis anacardioides	Carrot Wood
Erythrina caffra	Coral Tree
Eucalyptus spp.	Eucalyptus
Ficus florida	Ficus
Jacaranda mimosifolia	Jacaranda
Liquidambar styraciflua	Liquidambar
Pinus canariensis	Canary Island Pine
Platanus acerifolia	London Plane Tree
Tristania conferta	Brisbane Box
Shrubs	
Agapanthus spp.	Agapanthus
Abelia grandiflora	Glossy Abelia
Buxus microphylla	Boxwood
Escallonia spp.	Escallonia
Hemerocallis spp.	Daylily
Ilex crenata	Japanese Holly
Lantana montevidensis	Lantana
Ligustrum japonicum	Japanese Privet
Pittosporum tobira variegata	Tobira
Photinia fraseri	Photinia
Raphiolepis indica	Indian Hawthorn
Groundcovers	
Fragaria chiloensis	Ornamental strawberry
Gazania	Gazania
Hedera helix	English Ivy
Hypericum calycinum	St. Johnswort
Lantana montevidensis	Lantana
Myoporum parvifolium	Myoporum
Pelargonium spp.	Geranium
Rosemarinus officinalis	Rosemary
Trachelospermum jasminoides	Star Jasmine
Tulbaghia violacea	Society Garlic
Turf (low water usage varieties)	Turf

2. Landscape Guidelines

- a. Drought tolerant plant materials and water conserving irrigation design shall be used in the areas of new development, as required by the City of Cypress Landscaping Ordinance (Ordinance No. 892).
- b. Landscaping must be compatible with the shape and topography of the site and the architectural characteristics of the structures on the site. Each landscape plan shall be compatible with the character of adjacent landscaping in the McDonnell Center.
- c. Landscape design shall illustrate a concern for design elements such as balance, scale, texture, form, and unity.
- d. Landscape design shall address the functional aspects of landscaping such as grading, drainage, minimal runoff, erosion prevention, wind barriers, provisions for shade and reduction of glare. A concern shall be demonstrated for solar access, including exposure and shading of window areas.
- e. The plant materials shall be suitable for the soil and climate conditions. Plant selection shall take into consideration water conservation through appropriate use and groupings of plants that are well adapted for particular sites and to particular watering needs, climatic, geological, or topographical conditions.
- f. Landscaping shall be used to relieve solid, unbroken elevations and to soften continuous wall expanses.
- g. Parking structures must be landscaped to soften continuous expanses of wall and to provide a transition to human scale. Planters should be provided at the entries/exits of parking structures. Landscaping shall not interfere with security surveillance of the building.
- h. To the maximum extent feasible, parking lots and structures shall be screened from view from traffic along Valley View Street, Katella Avenue and Walker Street with the use of berming and landscaping.

E. Signage and Lighting

- 1. All illumination of streets, parking areas, and the project site will be coordinated to provide a variety of light quality and intensity. Emphasis will be placed on areas of high vehicular and pedestrian activity through increased light intensity at those areas. A gradual reduction of light intensity between major points of interest will provide the desired modulation of light without sacrificing safety and utility.

2. Light fixtures and standards for pedestrian circulation should be consistent with building architectural style and be inconspicuous. Height of fixtures should not generally exceed twelve (12) feet.
3. All light standards and fixtures shall be selected to blend with architectural and landscaping design and shall be reviewed by the Director of Planning in conjunction with site plan review.
4. Signage for individual buildings shall not be allowed to conflict or interfere visually with other signage. "Human scale" shall be maintained in monument signage mounted at ground level.

F. Fencing

1. There is a minimal need for the use of walls and fences on-site and, generally, walls and fences are encouraged only as a method of screening when landscaping alone would not prove sufficient.
2. Solid walls and fences required for screening loading and outdoor storage areas will be accompanied with a combination of vines, shrubs and trees to soften the visual impact of wall surfaces.
3. Walls shall be constructed of masonry or concrete materials consistent with, and complementary to, building architecture.
4. Open-style, non-required fencing shall be restricted to ornamental iron and decorative block. Open-style fencing shall not be used for screening purposes. Chain-link fencing shall be prohibited where visible from streets.

V. Development Regulations

V. DEVELOPMENT REGULATIONS

A. Purpose

These Development Regulations will serve as the primary mechanism for the implementation of the McDonnell Center land uses. The regulations and standards set forth in this section will assure that future development in the individual Planning Areas within the Center are implemented in a manner consistent with the intent of the goals of the project. The regulations contained herein provide an amount of flexibility to anticipate future needs and achieve compatibility between land uses. Standards and Guidelines are designed to be compatible with the existing land use categories of the City. The primary land uses in the McDonnell Center shall be as follows:

- Industrial/Warehouse
- Office
- Commercial

The current City of Cypress General Plan designation for the site is Business Park (1.0:1 FAR), and the zoning PC-3 (Planned Community 3 Business Park). The amended Specific Plan is consistent with these designations and requires neither a zone change nor general plan amendment.

B. General Provisions

1. The provisions contained herein shall govern the zoning and development of the McDonnell Center Specific Plan area. Any land use proposal not specifically covered by the provisions contained herein shall be subject to the regulations of the Municipal Code for the applicable zoning designation.
2. This document comprises the zoning for the Specific Plan area. Whenever any regulations or standards contained in this section differ from or conflict with the regulations of the Cypress Municipal Code, the regulations contained in this document shall take precedence.
3. Whenever a use has not been specifically listed as being a permitted use in a particular zone classification within the Specific Plan, it shall be the duty of the City Council to determine if said use is consistent with the intent of the zone and compatible with other listed permitted uses.
4. All grading shall comply with all applicable regulations contained in the Municipal Code.
5. All construction shall comply with all provisions of the Uniform Building Code and applicable sections of the Cypress Municipal Code. Construction within any

development area may commence only after the Planning Director, or her designee, finds that the construction proposal, these regulations and applicable policies and guidelines of the McDonnell Center Specific Plan are consistent, through the Site Plan review process. The issuance of building permits may only occur after Site Plan approval has been obtained from the City.

6. 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. Building heights are measured from finished grade.
7. Terms used in this section shall have the same definitions as provided in the Cypress Municipal Code Ordinance No. 640 Section 8 unless otherwise defined.
8. **Non-Conforming Uses and Structures:** Where a lawful use of land exists within the McDonnell Specific Plan area which would not be permitted by the regulations imposed by this specific plan, such use shall be deemed a non-conforming use and may be continued so long as it remains otherwise lawful, subject to the requirements of the City zoning code.

Where a lawful structure exists that could not be built under the terms of these regulations by reason of restrictions on area, height, yards, location on the lot, or other requirements concerning the structure, it 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 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 portion of such 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. Land Use Designations

1. **Professional Office: Planning Areas 1, 3, 4, and 5 (or portions thereof), as identified on the Land Use Plan**

Intent: This land use designation is intended to accommodate the development of professional and administrative offices within the Specific Plan area.

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

**TABLE 4
ZONING MATRIX**

Use	Professional Office	General Commercial	Office/Commercial	Industrial/Warehouse
1. Accessory structures and uses located on the same site as a permitted or conditionally permitted use.	P	P	P	P
2. Architectural, engineering, research and testing firms, and laboratories.	P	P	P	C
3. Artist and photographic studios, excluding the sale of supplies and equipment.	P	--	P	--
4. Business supply-retail sales and services	--	--	--	P
5. Business support services	--	--	--	P
6. Car rental agency (no car storage on site).	--	P	P	P
7. Car rental agency	--	--	--	C
8. Child care/nursery schools	C	C	C	C With Office Administrative uses only
9. Cocktail Lounges in conjunction with a hotel use.	--	C	--	--
10. Commercial, trade or vocational schools	C	C	C	C

P: Permitted Use

C: Conditional Use

Use	Professional Office	General Commercial	Office/Commercial	Industrial/Warehouse
11. Conference facilities.	--	C	C	--
12. Corporate headquarters.	P	--	P	--
13. Communication services	--	--	--	P
14. Custom manufacturing	--	--	--	P
15. Financial institutions, including banks, brokerage firms, mortgage companies.	P	P	P	--
16. Full service restaurants which include outdoor seating or the sale of alcoholic beverages	C	C	C	C
17. General/retail commercial uses such as stationery stores, florists, gift shops.	--	P	P	--
18. Governmental facilities.	P	--	P	--
19. Health spas and clubs.	--	C	--	--
20. Hotel/motel.	--	C	--	--
21. Industries engaged in storage and warehousing	--	--	--	P
22. Light manufacturing	--	--	--	P

P: Permitted Use

C: Conditional Use

Use	Professional Office	General Commercial	Office/ Commercial	Industrial/ Warehouse
23. 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.	P	-	P	-
24. Office Uses	P	P	P	P
25. Office/commercial uses such as employment agencies, escrow and real estate companies, engineers, architects, planners, and advertising agencies	P	P	P	P
26. Parking facilities (no structures)	P	P	P	P
27. Parking structure	C	C	C	C
28. Photocopy businesses.	-	P	P	-
29. Prescription pharmacies, when located within a building also containing the offices of 5 or more medical practitioners.	P	-	P	-
30. Printing, duplicating and secretarial facilities	P	-	P	-
31. Printing, lithography.	C	-	C	-
32. Post offices and post terminals.	C	-	C	-

P: Permitted Use

C: Conditional Use

Use	Professional Office	General Commercial	Office/ Commercial	Industrial/ Warehouse
33. Public storage	--	--		P
34. Public utility service yards	C	--	C	--
35. Public utility service offices	P	--	P	--
36. Recycling Centers	--	--	--	C
37. Regional insurance offices	P	--	P	--
38. Repair services	--	--	--	P
39. Research and Development	--	--	--	P
40. Restaurants and sandwich shops which do not include the sale of alcoholic beverages.	P	P	P	--
41. Restaurants and sandwich shops which include a drive-through window	C	C	C	--
42. Service Stations.	C	C	C	C
43. Temporary use of bulk cargo containers and other similar temporary storage facilities.	C	C	C	C
44. Warehousing and distribution plants	--	--	--	C

P: Permitted Use

C: Conditional Use

a. Permitted Uses

- 1) Accessory structures and uses located on the same site as a permitted use or conditional.
- 2) Artist and photographic studios, excluding the sale of supplies and equipment.
- 3) Financial institutions, including banks, brokerage firms, mortgage companies.
- 4) 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.
- 5) Regional insurance offices.
- 6) Governmental facilities.
- 7) Office uses.
- 8) Office/Commercial uses such as clerical and professional offices, engineers; architects and planners; advertising agencies, employment agencies, escrow and real estate companies, and travel agencies.
- 9) Parking facilities (with the exception of parking structures)
- 10) Printing, duplicating and secretarial facilities.
- 11) Prescription pharmacies, when located within a building also containing the offices of 5 or more medical practitioners.
- 12) Public utility service offices.
- 13) Restaurants and sandwich shops which do not include the sale of alcoholic beverages.

b. Uses Permitted Subject to a Conditional Use Permit

Those special uses including but not limited to the following may be permitted subject to approval of a Conditional Use Permit, provided that any Conditional Use Permit is found to be consistent with the goals and objectives of this Specific Plan.

- 1) Child care/nursery schools
- 2) Commercial, trade or vocational schools
- 2) Full service restaurants which include outdoor seating or the sale of alcoholic beverages
- 4) Restaurants and sandwich shops which include a drive-through window
- 5) Service Stations.
- 6) Parking Structures.
- 7) Post offices and post terminals.
- 8) Printing, lithography.
- 9) Public utility service yards.
- 10) Temporary use of bulk cargo containers and other similar temporary storage facilities

- 11) 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.

2. General Commercial: Planning Area 4, as identified on the Land Use Plan

Intent: The general commercial designation is intended to provide for potential commercial uses designed to support other McDonnell Center uses, as well as similar retail commercial, service commercial and office professional uses in Planning Area 4 of the Specific Plan.

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

a. Permitted Uses

- 1) Accessory structures and users located on the same site as a permitted use.
- 2) Architectural, engineering, research and testing firms, and laboratories.
- 3) Car rental agency (no car storage on site).
- 4) Financial institutions, including banks brokerage firms, mortgage companies.
- 5) General/retail commercial uses such as stationary stores, florists, gift shops.
- 6) Office uses.
- 7) Office/Commercial uses such as clerical and professional offices, engineers; architects and planners; advertising agencies, employment agencies, escrow and real estate companies, and travel agencies.
- 8) Parking facilities (with the exception of parking structures).
- 9) Photocopy businesses.
- 10) Restaurants and sandwich shops which do not include the sale of alcoholic beverages.

b. Uses Permitted Subject to a Conditional Use Permit

Those special uses including but not limited to the following, may be permitted subject to approval of a Conditional Use Permit, provided that any Conditional Use Permit is found to be consistent with the goals and objectives of this Specific Plan.

- 1) Cafes or full service restaurants which include outdoor seating or which serve alcoholic beverages.
- 2) Child care and nursery schools.
- 3) Cocktail Lounges in conjunction with a hotel use.
- 4) Conference facilities.

- 5) Health spas and clubs.
- 6) Hotel/motel.
- 7) Parking structures.
- 8) Restaurants and sandwich shops which include a drive through window.
- 9) Service stations.
- 10) Temporary use of bulk cargo containers and other similar temporary storage facilities.
- 11) Commercial, trade, or Vocational Schools.
- 12) 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.

3. Office/Commercial: Planning Area 6

Intent: This category is intended to accommodate uses involved in a wide range of activities in an integrated "campus" setting. The intent of this category is to accommodate primarily office uses with supporting commercial.

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

a. Permitted Uses

Permitted uses in the office/commercial category include those uses contained in both the office and commercial categories of this document.

b. Conditional Uses

The following uses may be permitted subject to approval of a Conditional Use Permit, provided that any conditional use permit is found to be consistent with the Specific Plan.

- 1) Cafes and full service restaurants which include outdoor seating or which serve alcoholic beverages.
- 2) Childcare.
- 3) Conference facilities.
- 4) Temporary use of bulk cargo containers and other similar temporary storage facilities.
- 5) Printing, lithography.
- 6) Service Stations.
- 7) Parking structures.
- 8) Post offices and post terminals.
- 9) Public utility service yards.
- 10) Restaurants and sandwich shops which include a drive-through window.

- 11) Commercial, trade and Vocational Schools.
- 12) 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. Industrial/Warehouse: Planning Areas 1 and 2, as identified on the Land Use Plan

Intent: This use is intended for warehousing and associated light industrial uses within Planning Area 2 and the western portion of Planning Area 1 of the Specific Plan.

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

a. Permitted Uses

- 1) Accessory structures and uses located on the same site as a permitted or conditionally permitted area
- 2) Business supply-retail sales and services
- 3) Business support services
- 4) Car rental agency (no car storage on site)
- 5) Communication services
- 6) Custom manufacturing
- 7) Industries engaged in storage and warehousing
- 8) Light manufacturing
- 9) Office uses
- 10) Office/Commercial uses such as clerical and professional offices, engineers; architects and planners; advertising agencies, employment agencies, escrow and real estate companies, and travel agencies.
- 11) Parking facilities (with the exception of parking structures)
- 12) Public storage
- 13) Repair services

b. Uses Permitted Subject to a Conditional Use Permit

Those special uses including but not limited to the following, may be permitted subject to approval of a Conditional Use Permit, provided that any Conditional Use Permit is found to be consistent with the goals and objectives of this Specific Plan.

- 1) Architectural, engineering, research and testing firms, and laboratories.
- 2) Cafes and full service restaurants which include outdoor seating or which serve alcoholic beverages.
- 3) Car rental agencies

- 4) Child care facilities in conjunction with office and administrative uses.
- 5) Commercial, trade or Vocational Schools
- 6) Parking structures.
- 7) Recycling Centers.
- 8) Service stations
- 9) Temporary use of bulk cargo containers and other temporary storage facilities
- 10) Wholesale distribution plants
- 11) 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.

D. Setback Requirements

1. Setbacks noted here are minimum requirements.
2. All setbacks shall be measured from the measurement points indicated in the Building and Parking Setback Table (see Table 5).
3. Building heights (where indicated on Table 5) are measured from finished grade to roof top.
4. The first 30 feet of the building setback on Katella Avenue shall be landscaped. Setback areas shall be fully landscaped in a manner complementary to the on-site architecture and right-of-way landscape design concepts.

**TABLE 5
BUILDING AND PARKING SETBACKS**

Street	Distance from Property Line to Surface Parking	Distance from Property Line to Building	Distance from Property Line to Parking Structure
Katella Avenue	20 feet	Up to 45' in height: 40 feet Up to 85' in height: 100 feet Up to 99' in height: 200 feet	40 feet
Walker Street	20 feet	30 feet	30 feet
Valley View Street	30 feet beyond Property Line	0 feet	0 feet
Douglas Drive McDonnell Drive	10 feet	30 feet	30 feet
Plaza Drive	10 feet	30 feet	15 feet
Rear Lot Line	5 feet	5 feet	5 feet

5. Raised planters not exceeding three feet (3'-0") in height shall observe an eighteen inch (1'-6") setback from street frontage property lines. Raised planters over three feet (3'-0") in height shall observe parking setback requirements. In all cases, safe sight lines for pedestrian and vehicular traffic must be maintained.
6. Flag poles and banner mounts shall observe parking setback requirements.
7. Screen walls and fences shall observe parking setback requirements.
8. A two foot (2'-0") parking overhang into landscape areas, in lieu of concrete wheel stops, is encouraged, however, this two foot overhang is in addition to the required landscaped area.
9. The minimum side yard setback shall be five feet (5'-0") as specified in Sect. 10 of the City of Cypress Zoning Ordinance for the Office Professional (OP) Zone.

E. Structure Height

1. The maximum total building height, excluding roof-mounted mechanical equipment and architectural ornamentation, shall not exceed ninety-nine feet (99').

Ultimately, building heights shall be subject to City design review and the review and determination of the Federal Aviation Administration (FAA) 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 heights may vary per specific project location and configuration.

2. Unoccupiable ground mounted structures (flag poles, towers, etc.) shall not exceed sixty feet (60') in height. These structures will be subject to both the City and FAA height review.

F. Lot Coverage and Intensity

1. Site coverage, defined as the building-ground contact area divided by the total net lot area shall not exceed 60% (sixty percent) if surface parking is provided, and 70% (seventy percent) with parking structures providing all or part of the parking spaces.
2. In no case shall the Floor Area Ratio (FAR) exceed 1.0 : 1 for any lot within the project area.

G. Site Access

1. Driveway entry throats and vehicular aisle ways shall be no less than twenty-four (24') in width. No width reductions for non-parked or one-way traffic shall be granted.

H. Landscape

1. Project landscaping shall substantially conform to the landscape concept identified in Exhibit 9 of this document.
2. All required landscape areas within the project shall conform to City of Cypress Ordinance 895 (Section 23 of Appendix I "Zoning" of the Code of the City of Cypress) relating to the use of drought tolerant plant materials and water conservation measures for landscapes, and Section 14, Off-Street Parking.
3. Landscaping shall be provided in accordance with the following standards:
 - a. *Parking lot landscaping*
 - 1) Each off-street parking area shall provide an area or areas landscaped equivalent to 20 square feet for each parking space. Such landscaping shall be provided along the periphery of the parking area and shall consist of trees and plant material; provided however, that such landscaped area shall include at least one minimum fifteen-gallon tree for each eight (8) parking spaces. In addition, one minimum twenty-four-inch box tree shall be provided in the interior portions of the parking area for each one thousand five hundred (1,500) square feet of parking area. Required landscaped yard or setback areas shall not be construed as satisfying a portion of the landscaped area required by this section.
 - 2) Any unused space resulting from the design of the parking area shall be used for landscape purposes.
 - 3) All required landscaped areas shall be provided with permanent and adequate means of irrigation. All landscaping shall be installed and maintained in such a manner as to not interfere with maintenance or repair of any utility, not restrict pedestrian or vehicular access, and not constitute a traffic hazard due to reduced visibility.
 - 4) All setback areas shall be fully landscaped.

- 5) All parking structures shall be landscaped, both along the building periphery and at entries and exits. Landscaping shall not interfere with security surveillance of the building.

b. All other landscaping

- 1) One (minimum fifteen gallon) tree shall be provided for every two hundred (200) square feet of landscaped area. Twenty (20) per cent of the required trees shall be twenty-four (24) inch box minimum. The number of required trees may be reduced by the Planning Director as specified in Ordinance 895. All trees shall be staked in accordance with standards maintained by the Public Works Department.
- 2) One shrub shall be provided for every twenty-five (25) square feet of landscaped area. Fifty (50) percent of the required shrubs shall be a minimum of five gallons. The number of required shrubs may be reduced by the Planning Director.
- 3) At least fifty (50) percent of all landscaped areas containing trees and shrubs shall be underplanted with groundcover, with the remaining areas to incorporate a minimum two inch (2") layer of mulch. Groundcovers shall be consistent with the plant list outlined in Section IV. of this Specific Plan.
- 4) Turf incorporated into landscape design shall not constitute more than twenty-five (25) percent of the total landscaping area. The Planning Department may approve a landscape plan incorporating up to fifty (50) percent turf area, providing the turf area serves a usable and beneficial purpose, such as active recreation. Turf shall be of a drought-tolerant variety.
- 5) All required setbacks abutting a public right-of-way shall be landscaped (except for walks and driveways which provide access from a public right-of-way).
- 6) All landscaping shall be separated from parking and vehicular circulation areas by a raised, continuous six-inch (6") Portland cement concrete curb. Other materials which accomplish the same purpose may be approved by the Planning Director.

I. Parking

1. The arrangement, access and basic design requirements of all parking areas shall conform to Section 14 (Off-Street Parking) of the Zoning Ordinance of the City of Cypress, except as specified below.

2. In computing required parking, any fraction over one-half shall be computed as a whole.
3. The following schedule of off-street parking requirements shall apply to uses established within the Specific Plan area.
 - a. **Office, Administrative, and Research and Development Uses:** One (1) space for each 250 square feet of gross floor area.
 - b. **Manufacture, Service Industry, Construction, Support Industry and Multi-Tenant Industry:** Two (2) parking spaces for each three (3) employees, but in no event less than two (2) spaces for each 1,000 square feet of gross floor area.
 - c. **Warehouse and Distribution Industry:** Two (2) parking spaces for each three (3) employees, but in no event less than two (2) spaces for each 1,000 square feet of gross floor area for the first 20,000 square feet; one (1) space for each 2,000 square feet for the second 20,000 square feet; one (1) space for each 4,000 square feet of floor area of the building in excess of 40,000 square feet. If there is more than one (1) shift, the number of employees on the largest shift shall be used in determining parking requirements.
 - d. **Hotel/Motel** – Seventy-five hundredths (.75) of a stall for each guest room (three stalls per four rooms) plus two (2) spaces for each resident manager or owner.
 - e. **Restaurants, Lounges and Other Establishments for the On-site Consumption of Food and Beverages:** One (1) parking space for each 125 square feet of gross floor area.
 - f. **Commercial and Service Uses:** One (1) space for each 250 square feet of gross floor area.
 - g. **Child Care:** Child care facilities which service the employees of a facility shall require no additional parking. Commercial child care facilities shall require one (1) space for each staff member plus 1 space for each 10 children. One loading space shall be provided.
4. Provisions for shared parking may be made subject to approval of a Conditional Use Permit.
5. The parking requirements for uses subject to the granting of a Conditional Use Permit and for uses which cannot be related to the schedule above, shall be as

determined by the Planning Director and City Council in their approval of the use permit.

6. All parking space requirements shall be met on-site; parking on internal and adjacent streets shall be prohibited except for emergency vehicles.
7. Landscaping within parking lots shall be reviewed and approved by the Director of Planning relative to conformance with the standards set forth in this text and the City of Cypress Zoning Ordinance.
8. Clearly marked handicapped parking spaces twelve (12) feet in width shall be provided within each building site area at a rate commensurate with state and city requirements.

J. Screening

1. To the maximum extent feasible, all electrical transformer, telephone, mechanical utility and operational equipment located on the exterior of the building will be screened from off-site view through the use of walls or landscaping.
2. No mechanical equipment, tank, duct, elevator enclosure, cooling tower, mechanical ventilator or air conditioner shall be erected, constructed, converted, established, altered, or enlarged on the roof of any building, unless all such equipment and appurtenances are contained within an enclosed structure whose sides may include grillwork, louvers and latticework integrated with building architectural design. Mechanical equipment enclosures may extend beyond the maximum building height limit subject to consistency with height standards imposed by the Federal Aviation Administration.
3. Whenever feasible, building parapets shall be of sufficient height to screen roof-mounted equipment, thereby eliminating the necessity for other screening devices.
4. Solid walls and fences required for screening loading and outdoor storage areas will be a minimum of six (6) feet and a maximum of twelve feet in height and will be constructed in accordance with the design guidelines specified in this text.
5. Walls located within street front yards will be a maximum of three and one-half (3 1/2) feet in height.
6. Walls or fences need not be constructed between parcels unless determined necessary for screening and aesthetic purposes. Walls or fences located on property lines between lots shall not exceed six (6) feet in height.

K. Utilities

1. All exterior on-site utilities including, but not limited to, drainage systems, sewers, gas lines, water lines, and electrical, telephone and communications wires and equipment shall be installed and maintained underground.

L. Loading, Storage, and Refuse Collection

1. Loading or unloading facilities shall be prohibited in required front or street side yards.
2. Loading or unloading facilities shall be screened from off-site view with an effective combination of walls, fences, or landscaping.
3. No merchandise, material or equipment will be stored on the roof of any building.
4. All uses, except storage and loading, shall be conducted entirely within an enclosed building. Outdoor storage of merchandise, material and equipment is permitted, provided the storage area is completely enclosed by walls or buildings and the combined gross area of any and all such areas does not exceed ten (10) percent of the gross floor area of the premises, nor prohibit usage of any required offstreet parking space or aisle.
5. Storage and refuse collection areas will be permitted in rear and interior side yards provided that refuse receptacles are contained within an enclosure.
6. Trash enclosures will be constructed solid walls of a minimum six (6) feet in height with latching opaque gates. Construction materials will be consistent with other fencing and wall designs and building architecture used on the site.
7. Refuse collection areas will be prohibited in front and street side yards.
8. All storage and refuse areas will be constructed and contained as to eliminate odors, insects, dust or other potential nuisances.

M. Lighting

1. All exterior lighting shall be shielded and confined within site boundaries.
2. Light standards and fixtures in parking areas shall not exceed twenty-five (25) feet in height. Security lighting fixtures shall not project above the fascia or roofline of the building.

3. Light standards (streetlights) adjacent to streets shall not exceed thirty-five (35) feet in height and be of a consistent and high-quality design.

N. Signage

1. General Provisions

- a. No sign shall be installed or constructed until it has been approved by the Planning Department in accordance with the provisions of the design review procedures 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 Department.
- d. All signs and their supporting structures shall be enclosed, structurally safe, and maintained in good condition.
- e. All signs and their supporting structures shall comply with the City building and electrical codes.
- f. Individual signage for Business Park uses shall either be a monument sign or wall-mounted sign. Pylon signs may be permitted for commercial uses only in certain instances in accordance with the City sign ordinance subject to design review. Pole signs are not permitted.
- g. The following signage standards do not apply to any existing signs for the McDonnell Center; existing signage may be relocated or altered subject to design review. However, if an existing sign is revised or altered, the altered sign should comply with the provisions of the Specific Plan to the extent feasible.
- h. 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 (such as Plexiglas or Fiberglass), paint or comparable weather-resistant material subject to review and approval of the Planning

Department. All cabinets, conductors, transformers or other equipment must be concealed from public view.

- i. 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", "future site", or "coming sites". This signage shall be a maximum of 48 square feet total sign area. All temporary signage shall be approved by the Planning 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 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 Department.

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 exceed 150 square feet of area nor 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.

3. Ground Signs

One ground sign shall be permitted per building. Ground signs shall not exceed four feet (4') above the grade in height nor 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 frontage. Frontage shall be defined as the face of a building which fronts the street. If a building fronts on two streets, a single sign may be placed on the corner, with the size of the sign determined by the lineal footage of the longest

building frontage. However, no sign shall exceed 150 square feet in area. No sign may block the view of vehicles turning, as determined by the City Engineer.

4. Freestanding Signs

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 is permitted. Frontage shall be defined as the face of a building which fronts the street. If a building fronts on two streets, a single sign may be placed on the corner, with the size of the sign determined by the lineal footage of the longest building frontage. However, no such sign shall exceed twenty-five feet (25') in overall height or 150 square feet in area.

5. Vehicular and Pedestrian Signs

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 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 square feet in size per face on each sign. Locations are subject to review and approval.

6. 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.
- Projecting signs.
- Magnetic signs.
- Rotating or moving signs.
- Flashing signs.
- Outdoor advertising signs.
- Pole signs.

VI. Implementation

VI. IMPLEMENTATION

This section provides guidance for the implementation of the policies, standards, and guidelines outlined by this document.

A. Amendments

This Specific Plan document may be amended utilizing the procedure by which it was originally adopted. All sections or portions of the Specific Plan to be changed or that may be affected by the change must be included in the amendment. A concurrent amendment to the General Plan would not be required unless the Planning Director or City Council determine that substantive changes would influence the goals, objectives, policies or programs of the General Plan.

B. Administration and Enforcement

1. The City of Cypress Planning Department will administer the McDonnell Center Specific Plan in accordance with provisions of the Specific Plan and the Cypress Municipal Code.
2. The Specific Plan for the McDonnell Center community becomes the zoning code for the Project, replacing the relevant provisions of the City Development Code. In the Specific Plan Development Regulations (Section V.), development standards for the project are outlined. Uses not addressed in the development standards of the Specific Plan will conform to the applicable City standards from the zone which most closely fits the assigned use of the area.
3. The Cypress Subdivision Ordinance shall govern subdivision within the Specific Plan area: subdivision maps are required where properties are to be separately financed, sold, leased or otherwise conveyed.
4. Certain changes to provisions in the Specific Plan may be made administratively by the Planning Director, subject to appeal to the City Council. These changes may include the following:
 - a. The addition of information to the Specific Plan exhibits or text including that which serves to clarify, but which does not change the meaning or intent.
 - b. Changes to the infrastructure (such as drainage, water, and sewer systems) which do not have the effect of increasing or decreasing development capacity in the Specific Plan area.

Additionally, minor variations to the development standards may be made during the site plan review process (see below).

C. Site Plan Review

The McDonnell Center Specific Plan will be implemented through site plan review via the City's design review process, pursuant to the requirements of Ordinance 721 (Section 18 of Appendix I "Zoning" of the Code of the City of Cypress). A site plan shall be required for all development within the Specific Plan area requiring a building permit. Site plan review is not required for interior improvements where there is no increase in square footage or use intensification.

All proposed projects 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 site plan review requirement 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 the property. The site plan review procedure is necessary to:

- Ensure consistency with the intent of the Specific Plan for the business park area;
- Assure substantial long range compliance with the General Plan;
- Promote the highest contemporary and innovative standards of site design;
- Adapt to special development conditions that occur while continuing to implement the Specific Plan;
- Facilitate complete documentation of land use entitlements authorized and conditions pertinent thereto;
- Promote a sense of identity within the Specific Plan area that is consistent through the project.

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 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 the Specific Plan. This will assist the Developer in achieving consistency with the 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, 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 Project EIR and Mitigated Negative Declaration have been prepared in conjunction with this Specific Plan and will be applicable to future development of the McDonnell Center Project. 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 environmental project description and utilized throughout the analysis in the environmental documentation. Should the City determine that the proposed development does not conform to the development assumptions made in the project description and utilized in the analysis, even though the proposed development is consistent with the Specific Plan, the application shall not be approved until such time as additional environmental impacts, if any, are identified, analyzed, and the appropriate level 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 the 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 Planning Director 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 reduction in lot, yard or building area requirements by not more than ten percent (10%) of that otherwise specified in this Specific Plan.
- A transfer of building floor area between planning areas provided there is no net increase in the total permitted building floor area and no increase in traffic generation.
- A reduction in parking requirements by not more than ten percent (10%).
- A minor modification to Architectural or Landscape Architecture Guidelines contained in Section IV or the Landscape Standards in Section V.

The decision of the Planning Director may be appealed to the City Council in accordance with Section 18.5 of the Municipal Code.

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:

- All applicable tentative tract maps or tentative parcel maps.
- A physical description of the site, including boundaries, easements, existing topography, natural features, existing buildings, structures and utilities.
- Location, grades, widths and types of improvements proposed for all streets.
- A site plan depicting the location of all proposed 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.

- Description of the extent to which design guidelines have been incorporated into the plan.
- A tabulation of square footage, area devoted to parking, number of parking spaces, landscape coverage, building coverage and building or other structure heights.
- Such applications and environmental assessment forms as required by the City Staff.

6. Mandatory Findings for Approval of a Site Plan

The Design Review Committee shall make the following findings before approving or conditionally approving any Site Plan.

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

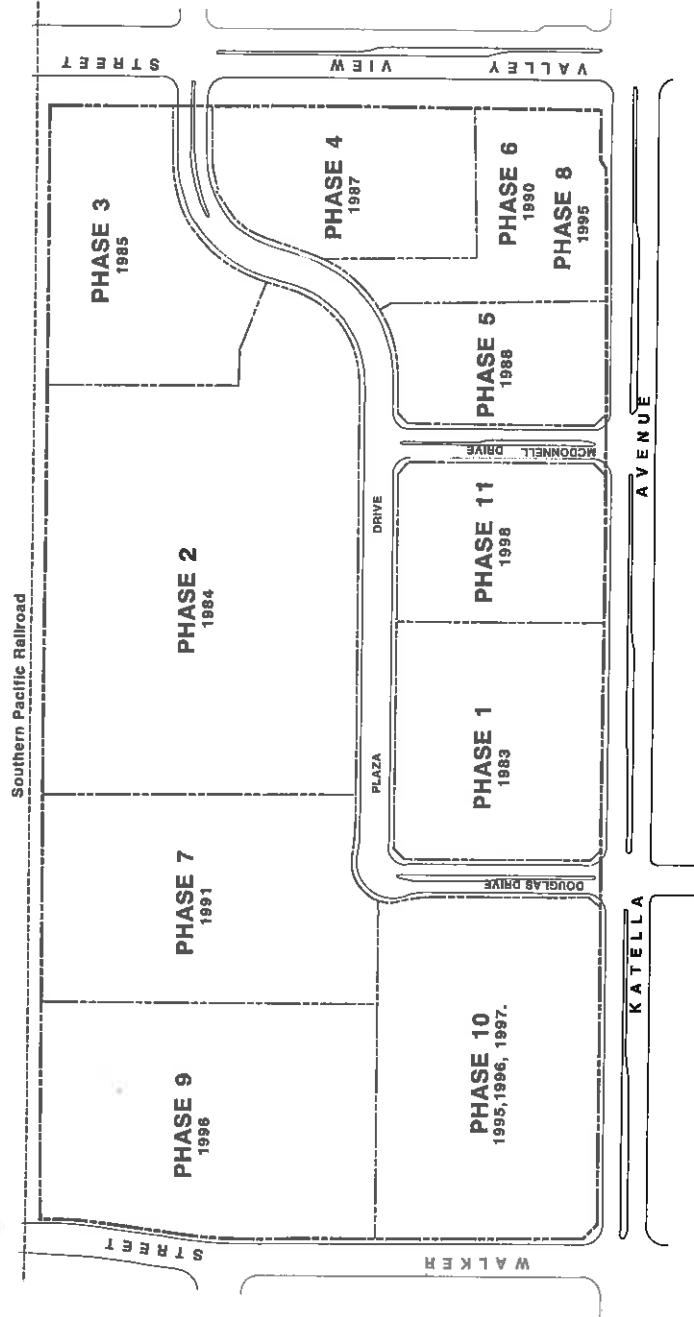
D. Phasing Plan

The McDonnell Center has been built over the past ten years, with phases 1 through 7 already completed, and the remaining amendment areas (Planning Area 6 and portions of Planning Areas 1, 4, and 5) planned for future construction. In total, the Center will contain 11 phases and is anticipated to be fully constructed in 1998 (see Exhibit 13, *Phasing Plan*). The approximate phasing of the areas affected by this amendment is anticipated to be as follows:

Area 4	Phase 8	1995
Area 1	Phase 9	1996
Area 6	Phase 10	1996-97
Area 5	Phase 11	1998

The City of Cypress will monitor phasing through subdivision and design review procedures to ensure adequate capacity in infrastructure systems for each phase.

MCDONNELL CENTER SPECIFIC PLAN



Sources: Howard F. Thompson Associates, Inc.

Conceptual Phasing Plan Exhibit 13



E. Fiscal Impact Analysis Summary

An analysis was undertaken by The Natelson Company, Inc. to determine the effect on City finances of the mix of land uses proposed to be developed under the amended McDonnell Center Specific Plan (see the Fiscal Impact Analysis in the Appendix of this document). Two conditions must be satisfied to assure a fiscally sound scenario: 1) the total municipal revenues generated from all applicable sources (sales tax, property tax, franchise fees, etc.) must at least equal the costs incurred by the City to operate and maintain City services and infrastructure, and 2) there must be at least some revenue over and above that needed for ongoing operations and maintenance to cover capital improvements and special projects.

The impact analysis was performed by comparing revenues generated and costs incurred. The land uses planned for the Center are retail/office/business park uses. Generally these types of land uses are net generators of revenue. Retail land uses bring sales tax revenue into the City, and office and warehouse uses increase the City's unsecured tax base, while all these uses increase the City's secured tax base and increase property tax revenues to the City. These land uses are also relatively low demanders of City services.

The development mix expected to be in place at buildout in 1998 will generate revenues that exceed the costs incurred by the City for operations and maintenance of City services and infrastructure. The 737,000 square feet of developed space are expected to annually generate a fiscal surplus of \$14,555. Thus, the City will be able to cover ongoing operations and maintenance costs.

F. Relationship to the Airport Environs Land Use Plan

The McDonnell Center Specific Plan is located within the Armed Forces Reserve Center (AFRC) planning area established by the Airport Land Use Commission for Orange County. The Airport Environs Land Use Plan (AELUP) establishes guidelines for the development of airport environs in Orange County or promote the compatibility of such developments with the airport planning area.

The applicant has gained determinations of "No Hazard to Air Navigation" for the proposed buildings in Planning Areas 5 and 6. The Federal Aviation Administration (FAA) conducted an aeronautical study and determined that these buildings would have no greater effect upon aircraft operations, and that the proposal is not identified as an obstruction under FAR Part 77 and would not be a hazard to navigation.

1. Noise

The majority of the project area is located within high and moderate noise impact areas (the 60 and 65 CNEL noise contours of the Air Station). These noise levels are in the "normally acceptable" category established by the Federal Department of Housing and Urban Development and the City General Plan for office, industrial, and commercial uses.

2. Accident Potential

An analysis of accident history was performed for the AELUP which revealed that only an accident potential zone "A" was justified; however, this zone barely extended beyond the boundaries of the air station. Consequently, no accident potential zones are mapped for the Los Alamitos Reserve Center. Thus, the project area is not in an accident potential zone and is compatible with the AFRC from an accident potential standpoint.

3. Building Heights

The AELUP 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. All development within the Specific Plan area shall comply with the restrictions of FAR Part 77 and other applicable FAA standards, and thus be consistent with the AELUP. Ultimately, building heights shall be subject to the review and determination of the FAA.

G. Severability

If any portion of the McDonnell Center Specific Plan is for any reason held invalid by a court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and the invalidity of such provision shall not affect the validity of the remaining portions.

H. Mitigation Monitoring

The McDonnell Center Specific Plan will be prepared in conjunction with a Mitigated Negative Declaration which identifies impacts resulting from the proposed community, and develops mitigation measures to lessen them. As lead agency, the City of Cypress will implement a monitoring program for the approved mitigation measures. To assist in this monitoring effort, a Mitigation Monitoring Program will be developed by the City as part of environmental findings and attached to the Final Specific Plan upon Project approval.

VII. Appendix

VII. APPENDIX

A. Legal Description

<u>Area</u>	<u>Parcel Map</u>	
1 & 6	88-170	
2 & 3	84-1113	
4	86-269	Sony Building
4	86-412	Ramada Hotel
4	89-363	Restaurants
5	82-1121	

B. Organizations and Persons Consulted

1. City of Cypress
5275 Orange Avenue
Cypress, California, 90630
Contacts: Ms. Holly Hamlin, Planning
Mr. Mark Christoffles, P.E., Public Works
Ms. Chris Eynon, Planning Director

2. *Specific Plan Preparation*

Robert Bein, William Frost & Associates
14725 Alton Parkway
Irvine, California 92713
Contact: Ms. Margit Allen, AICP

3. *Applicant*

McDonnell Douglas Corporation
18881 Von Karman Ave. Suite 1200
Irvine, California 92715
Contact: Mr. Merle G. Pautsch

4. *Planning and Landscape Architecture*

Howard Thompson Associates, Inc.
2240 University Drive, Suite 200
Newport Beach, California 92660
Contact: Ms. Daniella Bogdon-Kennedy

5. *Infrastructure*

Adams Streeter
15 Corporate Park
Irvine, California 92715
Contact: Mr. Randell Streeter

6. *Environmental Documentation*

PBR
18012 Skypark Circle
Irvine, California 92714
Contact: Mr. Sid Lindmark, AICP

City of Cypress
5275 Orange Avenue
Cypress, California, 90630
Contact: Ms. Holly Hamlin, Planning

C. General Plan Consistency

California Government Code 65450-65553 permits the adoption and administration of Specific Plans as an implementation tool for elements contained within the local General Plan. Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, programs and land uses that are set forth in the General Plan.

The 1993 Cypress General Plan contains eight elements (Land Use, Circulation, Housing, Conservation/Open Space/Recreation, Safety, Noise, Air Quality, and Growth Management) which expand on the seven State-mandated General Plan elements (Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety). Optional elements for Recreation, Air Quality, and Growth Management were prepared as part of the City's comprehensive General Plan update.

The current City of Cypress General Plan designation for the site is Business Park (1.0:1 FAR), and the zoning PC-3 (Planned Community 3 Business Park). The amended Specific Plan supersedes the PC-3 zoning and creates the zoning therefore. The amended Specific Plan is consistent with the General Plan and does not require a General Plan Amendment.

The City General Plan has been reviewed, and applicable goals addressed as they pertain to the proposed Amended Specific Plan. A listing of implementation methods by which consistency between the General Plan and the Specific Plan has been achieved is provided below. The discussion for each goal will consider applicable policies related to the goal.

Because this project is located in an established business park and is consistent with the General Plan land use designation of Business Park (1.0:1 FAR), the City's Housing Element will not be discussed.

1. Land Use Element

- **Goal:** Create a well balanced land use pattern that accommodates existing and future needs for housing, commercial, and industrial land, while providing adequate recreation, and community services to City Residents.

Implementation

The land uses proposed by the Amended Specific Plan are compatible with the general plan land use designation of Business Park, and with the existing and surrounding land uses. The McDonnell Center provides commercial and industrial land and associated revenues and employment.

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

Implementation

McDonnell Center is an internally-oriented business park with three consolidated major entry points. The Center is compatible with adjacent uses, being surrounded by other business park uses on four sides, including Cypress Business and Professional Center and Warland Centre, and the Los Alamitos Armed Forces Reserve Center to the southwest. Circulation, noise, and other impacts have been addressed in the environmental documentation for the project, with measures to mitigate impacts caused by the increase in intensity.

- **Goal:** Revitalize older commercial and residential uses and properties.

Implementation

The existing land uses in McDonnell Center are less than ten years old and have no need for renovation. The proposed development will continue the same high quality design characteristics of the existing uses.

- **Goal:** Improve urban design in Cypress to ensure development that is both architecturally and functionally compatible and to create uniquely identifiable neighborhoods, commercial and business park districts.

Implementation

The landscape and architectural guidelines (see Section IV. *Design Guidelines*) for the Specific Plan area will assure consistent design within the McDonnell Center which is compatible with the existing high quality development previously developed in the Center. The project frontage along Valley View Street and Katella Avenue are designed to present a consistent and attractive streetscape.

- **Goal:** Ensure that public facilities and services are available to accommodate development permitted under the Land Use Policy Map.

Implementation

The project's infrastructure plans include master plans for water, sewer, and storm drainage to serve the project area. Other utilities which currently serve the existing business park uses will also service the proposed new development. In addition to utilities, the project (Planning Area 6) will contain a 10,000 square foot child care facility.

- **Goal:** Carefully regulate future development in the (Cypress) business park to ensure the current high quality environment is maintained.

Implementation

McDonnell Center is one of five specific plans located within the 587-acre Cypress Business Park. The implementation of the Specific Plan design guidelines for architecture and landscape architecture will assure the City of the continuation of the current high quality business environment in the Business Park. Further, the project will participate in the City's trip reduction programs (Transportation Demand Management) to reduce vehicular trips. The project's environmental documentation will outline traffic improvements required to mitigate impacts.

- **Goal:** Establish land use patterns which protect the public from impacts (noise, potential accidents) associated with the Los Alamitos Army Airfield of the Armed Forces Reserve Center.

Implementation

The project area is located in the noise and height limitation areas of the Armed Forces Reserve Center (AFRC), Los Alamitos. The noise levels in the Specific Plan area (60 and 65 CNEL) are not considered to be significant for industrial and commercial uses. Noise mitigations identified in the environmental documentation will be required for buildings in the noise impact areas. Building heights will be limited by the project development standards and by FAA review of individual projects. The project area is not located within an area of accident potential. As a part of the process of project approval, the Specific Plan will be reviewed by the Airport Land Use Commission to assure consistency with the AFRC.

2. Circulation Element

- **Goal:** 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.

Implementation

The McDonnell Center is located on the corner of Valley View Street and Katella Avenue, two primary roads as defined by the General Plan. The Center itself is accessed through three major entries on Valley View Street and Katella Avenue and has an internal roadway to collect and distribute the business park traffic. Several secondary access points are provided along Valley View Street, Katella Avenue, and Walker Street. The citywide fee traffic study performed for the

project's environmental documentation and the updated City General Plan provided mitigation measures for traffic impacts to the transportation system. In addition, the Center will conform to the City requirements for Transportation Demand Management (TDM) to reduce vehicular trips, and coordinate with the City's Congestion Management Plan and Growth Management Plan to reduce circulation impacts.

- **Goal:** To facilitate alternative modes of transportation, including public transportation, bicycles, ridesharing, and pedestrians, to support the land use plans and related transportation needs.

Implementation

The project contains a number of components which facilitate the use of alternate modes of transportation:

- A sidewalk system for the use of pedestrians is provided on the surrounding arterials. This system connects the business park uses with on-site restaurants, providing an alternative to vehicular trips.
- The project is on an existing OCTA bus route along Katella Avenue (routes 36 and 50). Two bus stops are provided along the project frontage on Katella Avenue: an existing stop (with bus turnout) near the intersection with Valley View Street, and a stop near Douglas Drive. A third existing stop with bus turnout is located on Valley View Street near the intersection with Katella Avenue.
- Valley View Street, Katella Avenue along the project frontage, and Walker Street are designated by the City General Plan as off-street Bicycle Paths. The Walker Street path is proposed by the General Plan.
- The project will participate in the City's Transportation Demand Management (TDM) programs, which reduce vehicular trips and thus reduce air quality impacts, and coordinate with the City's Congestion Management Plan and Growth Management Plan to reduce circulation impacts. As applicable, the individual businesses within the Center will comply with the South Coast Air Quality Management District's (SCAQMD) Regulation XV, which requires trip reduction methods for businesses with over 100 employees at a single worksite, implemented through a Trip Reduction Plan by the individual businesses.

3. Conservation/Open Space/Recreation Element

- **Goal:** Conserve ground water and imported water resources.

Implementation

The landscape plan for the Amended Specific Plan areas will conform to the requirements of the Cypress Landscape Ordinance, which mandates the use of drought-tolerant plant materials and a reduction in the use of turf to conserve water resources. Further, as required by state law, water conserving toilets and faucets will be incorporated into the project.

- **Goal:** Preserve the few remaining native plant and animal species and the non-native plants utilized in landscaping throughout the City.

Implementation

The project area is in a developed business park, surrounded on three sides by business park uses and roadways. No native plant or animal species have been identified on the McDonnell Center site. The non-native plant materials identified for use in the streetscapes and other landscaped areas within the Center will further enhance the landscaping of the City.

- **Goal:** Conserve energy resources through the use of available technology and conservation practices.

Implementation

The project area is generously landscaped, using both streetscapes and parking lot landscaping to provide shade which reduces the local ambient temperatures. Development in the Center will utilize energy saving features as required by state and local law.

- **Goal:** Reduce solid waste produced in the City.

Implementation

The project will comply with City policies, ordinances, and requirements relating to the reduction of solid waste.

- **Goal:** Preserve Cypress' archaeological and paleontologic resources.

Implementation

No known archaeological or paleontologic resources exist on the project site.

The following two goals are similar in nature and are thus addressed together

- **Goal:** Provide recreation/park facilities and programs for all those who live and work in Cypress.
- **Goal:** Provide a range of informal opportunities and organized recreational, cultural, sports, and life enrichment programs and services which will enable community residents of all ages, interests, and abilities to participate and experience self-satisfaction, personal growth, and fulfillment in leisure activities.

Implementation

The McDonnell Center Specific Plan is located in the Cypress Business Park, an employment area of the City which contains no park facilities. However, the project does incorporate meandering pathways for pedestrian use within streetscape/greenbelts along Katella Avenue and Valley View Street, and will continue this design treatment on the Walker Street frontage.

- **Goal:** Preserve open space resources in Cypress to maintain the high quality of life in Cypress.

Implementation

The intent of the design for the development in Planning Area 6 is to create a "campus" style environment which provides a number of building clustered around a central area. This central area is often a plaza area usable by pedestrians. In addition, the project currently has provided a consistent streetscape along both Katella Avenue and Valley View Street, and will provide a continuation of this treatment along the frontage of Planning Area 6 and along Walker Street.

- **Goal:** Protect the public health, safety, and welfare by preserving areas as open space that pose a potential threat to the community.

Implementation

A County flood control channel (Bolsa Chica Channel) is located on the eastern project boundary, adjacent to Valley View Street. This channel has been undergrounded and is utilized for project open space/landscaping and pedestrian walkways.

4. Safety Element

- **Goal:** Protect residents, workers, and visitors from flood hazards, including dam inundation.

Implementation

The entire City of Cypress, including the project area, is located in a dam inundation area from both the Carbon Canyon and Prado Dams. The City has prepared emergency evacuation plans in the event of a dam failure. Localized flooding is carried by local storm drains, as shown on the Storm Drain System Plan (Exhibit 7 of this document). This system carries runoff from the project area to existing regional and local storm drains in Valley View and Walker Streets.

- **Goal:** Protect life and property in Cypress from seismic events and resulting hazards.

Implementation

While no active or potentially active faults are located in the City, the entire region is considered to be seismically active. The General Plan's environmental documentation identifies geologic hazards including landslides, erosion and liquefaction within the City and establishes measures to mitigate such conditions. The City implements UBC's seismic safety standards regarding the construction of commercial structures. All structures in the Center were constructed since the 1980's and therefore were required to have seismic reinforcement.

- **Goal:** Minimize risks to life and property associated with the handling, transporting, treating, generating, and storage of hazardous materials.

Implementation

The City has adopted the State-approved Orange County Hazardous Waste Management Plan, which addresses community issues related to hazardous materials. In addition the City has developed a disaster plan in the event of natural or man-made disasters; the plan includes evacuation routes through the City. The businesses in the McDonnell Center will comply with all City, State, and Federal policies, regulations, and programs regarding the handling and storage of hazardous materials.

- **Goal:** Minimize property damage and injury to persons from underground pipeline hazards.

Implementation

No underground oil or gas pipelines are present in or near the project area. The closest pipeline occurs to the north of the site along Cerritos Avenue, well beyond the 150 setback from pipelines outlined by the General Plan Safety Element.

- **Goal:** Protect life and property in Cypress from urban fires. Maintain the fire department's high level of service to community businesses and residents.

Implementation

The Orange County Fire Department (OCFD) provides fire protection and emergency medical care to the project area. The closest station is located on Cerritos Street (Station 17).

- **Goal:** Maintain the police department's high quality service to the City.

Implementation

Police services to the site are provided by the Cypress Police Department, located at 5275 Orange Avenue.

- **Goal:** Protect Cypress residents from air operation accidents.

Implementation

The McDonnell Center Specific Plan is located within the Armed Forces Reserve Center (AFRC) planning area established by the Airport Land Use Commission for Orange County.

An analysis of accident history was performed for the Airport Environs Land Use Plan (AELUP) which revealed that only an accident potential zone "A" was justified. This zone barely extended beyond the boundaries of the air station, and consequently no accident potential zones are mapped for the Los Alamitos Reserve Center. Thus, the project area is not in an accident potential zone. The height of buildings within the project area will be subject to FAA review; additionally, as part of the approval process, the project will be presented to the Airport Land Use Commission.

5. Noise Element

- **Goal:** Reduce noise impacts from transportation noise sources.

Implementation

Based upon maps provided in the City General Plan, noise from the adjacent roadways (Katella Avenue and Valley View Street) are in the 60-65 CNEL range, levels in the normally acceptable range for business, commercial and professional uses as defined by the U.S. Department of Housing and Urban Development and outlined in the City General Plan Noise/Land Use Compatibility Matrix.

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

Implementation

Noise in the vicinity of the Center comes from two sources: traffic, and the airport operations of the AFRC Los Alamitos. These noise levels have been identified (by the City General Plan and the Airport Environs Land Use Plan) as being in the 60-65 CNEL range for both traffic and airport noise. These noise levels are in the "normally acceptable category" established by the Federal Department of Housing and Urban Development for office, industrial, and commercial uses.

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

Implementation

The McDonnell Center is not located adjacent to residential neighborhoods.

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

Implementation

The McDonnell Center land uses and construction activity are subject to the requirements of the City's existing noise ordinance.

6. Air Quality Element

The following two goals are similar in scope and are thus addressed together.

- **Goal:** Reduce air pollution through proper land use and transportation planning.
- **Goal:** Improve air quality by reducing the amount of vehicular emissions in Cypress.

Implementation

Air quality improvement is addressed by the project in several ways:

- The internal street system in the Center is designed to provide efficient circulation into and throughout the site,

- A sidewalk system for the use of pedestrians is provided internally and on the surrounding arterials. This system connects the business park uses with on-site restaurants, providing an alternative to vehicular trips.
- The provision of a child care facility in the new development in Planning Area 6 will help minimize vehicular trips by providing this on-site service for employees and reducing length of trips related to child care.
- Two existing bus stops are provided along Katella Avenue; a stop with bus turnout near the intersection with Valley View Street, and a stop near Douglas Drive. A third stop with bus turnout is located on Valley View Street near the intersection with Katella Avenue.
- The project will participate in the City's Transportation Demand Management (TDM) programs, which reduce vehicular trips and thus reduce air quality impacts.
- **Goal:** Reduce particulate emissions to the greatest extent feasible.

Implementation

The majority of the particulate emissions produced by the project will be during construction. Particulate emissions from construction will be minimized through compliance with the rules and regulations of the South Coast Air Quality Management District (SCAQMD) regarding construction-related emissions.

- **Goal:** Reduce emissions through reduced energy consumption.

Implementation

Energy conservation practices as required by the Subdivision Map Act, Building Energy Efficiency Standards (California Energy Commission, 1988), and state and local laws (such as Chapter 24), will be incorporated into the design of individual projects within the Specific Plan area.

7. Growth Management Element

- **Goal:** Reduce Traffic Congestion.

Implementation

The General Plan Traffic Study and Citywide Fee Study, identify impacts on the transportation system which result from the project, as well as mitigation measures for required improvements. These include compliance with the City's TDM Ordinance.

In addition, the project will participate in the City's Transportation Demand Management (TDM) programs, which reduce vehicular trips and thus reduce air quality impacts, and coordinate with the City's Congestion Management Plan and Growth Management Plan to reduce circulation impacts. As applicable, the individual businesses within the Center will comply with the South Coast Air Quality Management District's (SCAQMD) Regulation XV, which requires trip reduction methods of businesses with over 100 employees at a single worksite, implemented through a Trip Reduction Plan by the individual businesses.

- **Goal:** Ensure adequate transportation facilities are provided for existing and future inhabitants of the City.

Implementation

The project provides internal circulation improvements for businesses within the Center and access to the Center. Further, the project applicant will pay costs for street improvements identified as mitigations for direct project impacts as well as transportation system improvement program fees as determined by the City.

- **Goal:** Strive to maintain a good balance between jobs and housing in Cypress.

Implementation

Cypress is a suburban community, with residential land uses comprising approximately 40% of the total acreage of the City. To encourage industrial/business park uses (a total of 16% of the City's area), the City identified a business park study area (The Cypress Business Park), generally adjacent to the Los Alamitos Armed Forces Reserve Center. The McDonnell Center is part of that larger Business Park area. The industrial, office, and commercial uses within the project area provide employment opportunities within the City for local residents, thus reducing commutes. In addition, the support commercial within the Center reduces vehicular trips by providing services to employees of the center and surrounding business park development.

D. Fiscal Impact Study

The impact analysis was performed by comparing revenues generated and costs incurred, given the types of land use development called for in the subject specific plan amendment.

The land use projections are *not* based on a market analysis. However, there are adequate amounts of land in each category to accommodate planned development and the rate of absorption is consistent with past trends realized in the Cypress Business Park area of the City.

The Fiscal Impact Analysis for the McDonnell Center Specific Plan uses the same model as the Fiscal Impact and Financial Strategy Evaluation for the City of Cypress. When using the model the user has a choice to evaluate either the impact of a specific project, such as the McDonnell Center Specific Plan, or the impact of a Citywide general buildout scenario. This is explained in more detail later in this report in section III. For a complete understanding of the model, however, it is advised that the reader refer to the general report, Fiscal Impact and Financial Strategy Evaluation Model for the City of Cypress.

II. FINDINGS AND CONCLUSIONS

The development mix for the McDonnell Center Specific Plan expected to be in place at buildout in 1998 will generate revenues that exceed the costs incurred by the City for operations and maintenance of City services and infrastructure. At buildout, the incremental land uses permitted under the proposed specific plan amendment will comprise 737,000 square feet of developed space. These land uses will generate a buildout revenue of \$195,995 and recurring costs of \$181,440 for a fiscal surplus of \$14,555. These results are detailed in Table 2 on the following page.

Thus, the City will be able to cover ongoing operations and maintenance costs sufficiently. The surplus revenue indicated (revenue over and above that required to fund operations and maintenance costs) is available to fund capital improvements or special projects or provide reserves for capital recovery.

Property tax revenue represents the major revenue source for the proposed development. These revenues include estimates of revenue from personal (unsecured) property taxes based on the value of equipment and machinery used for business purposes. The property tax projections reflect the deflationary effect of Proposition 13. Since property taxes cannot rise as quickly as inflation, the effect in "real" dollar terms is that property tax revenue actually decreases relative to the general price level if the inflation rate exceeds the 2 percent maximum annual property tax increase allowed under Proposition 13.

Sales and use taxes make significant contribution to the positive economics of the proposed development. Although representing only 1% of the project's square footage, the 9,000 square feet of retail (restaurant) space contributes 7% of the revenues generated by the project. Because sales tax revenue is such a pivotal factor in the City's fiscal balance, it is vital that

the City encourages quality retail land use development whenever the opportunity arises.

Franchise fees and Business License fees also contributed significantly to project revenues due to the increased number of businesses likely to be generated by the project and the increased consumption of energy (utilities) by those businesses.

TABLE 2 MCDONNELL CENTER SPECIFIC PLAN FISCAL IMPACT				
	1995	1996	1997	Buildout 1998
MUNICIPAL REVENUES				
PROPERTY TAX REVENUE	\$541	\$18,735	\$37,416	\$56,605
SALES & USE TAX ** Note land use type	\$14,220	\$14,220	\$14,220	\$14,220
FRANCHISE FEES	\$270	\$7,550	\$14,830	\$22,110
BUSINESS LICENSE TAX	\$578	\$8,413	\$16,248	\$24,082
TRANSIENT OCCUPANCY TAX	\$0	\$4,805	\$9,610	\$14,414
REAL PROPERTY TRANSFER TAX	\$25	\$868	\$1,734	\$2,623
PARK DISTRICT CHARGES	\$243	\$8,431	\$16,837	\$25,472
LICENSES & PERMITS	\$81	\$2,043	\$4,005	\$5,967
REVENUE FROM OTHER AGENCIES	\$280	\$7,074	\$13,869	\$20,663
SERVICE CHARGES (LESS Park District)	\$90	\$2,270	\$4,450	\$6,630
OTHER REVENUES (including fines/rents)	\$38	\$953	\$1,868	\$2,784
INTEREST	\$390	\$379	\$390	\$424
TOTAL ADDITIONAL MUNICIPAL REVENUES BASED ON CUMULATIVE SQ. FOOTAGE	\$16,756	\$75,742	\$135,476	\$195,995
MUNICIPAL COSTS				
POLICE PROTECTION	\$1,152	\$29,112	\$57,071	\$85,030
TRAFFIC SAFETY	\$311	\$3,413	\$6,515	\$9,617
PUBLIC RIGHT-OF-WAY	\$1,269	\$13,908	\$26,548	\$39,187
DRAIN/SEWER/OTHER MAINT.	\$58	\$1,453	\$2,849	\$4,245
COMMUNITY PLANNING & DEV.	\$200	\$5,045	\$9,889	\$14,734
PARK FACILITIES MAINT SERV	\$0	\$0	\$0	\$0
MUNI. SUPPORT SERV & MGMT	\$388	\$9,801	\$19,213	\$28,626
TOTAL ADDITIONAL MUNICIPAL COSTS BASED ON CUMULATIVE SQ. FOOTAGE	\$3,378	\$62,732	\$122,086	\$181,440
McDONNELL CENTER SPECIFIC PLAN ANNUAL SURPLUS/<DEFICIT>	\$13,378	\$13,010	\$13,390	\$14,555

Major municipal costs which are generated by or allocated to the project include police protection, public right-of-way, and municipal support services. While many of these costs are "resident" driven, the land uses within the project have been allocated a pro-rata share of these budgeted expenses based on relative acreage of the respective land use categories within the City. The costs thus allocated to the project are made on the basis of the "per unit" cost factors developed in the COST ALLOCATION FACTORS Table on page *app-5*. Since this project has been allocated "resident-driven" cost categories without directly generating residents, it offers the opportunity of raising the per-capita level of service in some areas if so desired. Because the City is approaching residential buildout and thus approaching a constant level of population, the growth in population-driven cost factors will be moderate, providing a scenario for a positive fiscal position.

III. INTRODUCTION TO THE MODEL

To utilize the model for a specific project, the user first enters "0" in the shaded box at the top of Table A-4 (page *app-4*). Next, in the same table, the user enters values representing the specific land uses. For this particular project, the McDonnell Center Specific Plan, 9,000 was entered as the total Commercial square footage, and 728,000 was entered as the total Business Park square footage. Next, the user enters the development phasing for the specific project. In the case of the McDonnell Center Specific Plan the commercial buildout is designed to occur over 1 year beginning in year 3 (1995), and the Business Park buildout over 3 years beginning in year 4 (1996). Finally, the user presses the macro button to enter this information into the model and to calculate the net fiscal impact of the project. By pressing the macro button the information in Table A-4 is transferred to the corresponding locations in Table A-1, and the model re-calculates the development driven results for the specific project.

The *general* model uses three methods -- trend driven, per capita expenditure, and development driven -- to project future revenues and expenditures of the City over a number of years. For a *specific* project, such as the McDonnell Center Specific Plan, only the development driven method is used to calculate the *specific* fiscal impact on the City. When utilizing the model to analyze a specific project it is important to adjust the data in all the input sheets, Table A-1 thru Table A-4, in accordance with the specific project. Most data is general and fiscally stable, and thus would apply equally to the fiscal analysis of a *general* buildout scenario and a *specific* project. Nonetheless, some data may need to be changed. For example, in Table A-3, the Revenue Factors for Fiscal Impact Analysis Input Sheet, the variable for the *Average \$ Sales per Square Foot of Retail Space*, may be different for a specific project compared to a general buildout scenario. It is up to the user to make the appropriate changes. Of course, some data that applies to the general Citywide model will not be used to analyze a specific project. For example, the trend driven data in Table A-1 is not used to analyze a specific project since the analysis for a specific project is development driven and does not utilize the trend driven method. The same holds true for the per capita

expenditure data.

The information contained in the REVENUE FACTORS FOR FISCAL IMPACT ANALYSIS INPUT SHEET on page *app-3* of the Appendix, is based on examination of City budgeted and actual revenue figures spanning the fiscal years from 1985-1986 to 1992-1993. Based on trends and relationships derived from the City financial data, factors were established that reflect the relationship between land use, its valuation and the revenues to the City that can be associated with it. Many of these factors have been fixed; some reflect market-driven relationships. However, in light of California's changing fiscal position, all of these relationships are subject to change. Accordingly, the model is constructed to accommodate changes in any or all of these variables as new information or new fiscal realities emerge. These factors can be changed in the REVENUE FACTORS FOR FISCAL IMPACT ANALYSIS INPUT SHEET and all related revenue categories associated with the respective revenue factor will change automatically to reflect the updated revenue relationship.

Cost related information is incorporated in the COST ALLOCATION FACTORS Table on page *app-5* in the Appendix. The fiscal year 1992-1993 budget was taken as the baseline point of reference for cost relationships. Most cost categories were allocated to land uses based upon the respective land use's pro-rata share of tax-paying acreage in the City (all land uses less roadways, flood channels, churches, schools other community facilities etc). Costs related to traffic safety and public right-of-way were weighted to reflect the preponderance of trips generated by commercial and business park uses versus residential land uses. Trip generation factors are listed in the TRIP GENERATION RATES Table on page *app-9* in the Appendix. The factors listed are taken from Table 2 of the Circulation Element of the General Plan of the City of Cypress. The allocation factors are listed in the COST ALLOCATION FACTORS Table. The result is a set of unitized cost factors expressed as "dollars per square foot," in the case of non-residential development and "dollars per dwelling unit," in the case of residential development. As new cost information becomes available, it can be incorporated into the COST ALLOCATION FACTORS Table and all related costs will automatically adjust.

As mentioned earlier, the land uses planned in the McDonnell Center are retail/office/business park type uses. Generally these types of land uses are net generators of revenue. Retail land uses, of course, bring sales tax revenue into the City, and office and warehouse uses increase the City's unsecured tax base, while all these uses increase the City's secured tax base and thus increase property tax revenues to the City. These land uses are also relatively low demanders of City services. They do not require as high a level of police protection, recreation and park maintenance as do residential land uses.

Because the City is near residential buildout, the level of services required by its residents are already near their long-term equilibrium levels. Since future population growth is limited by buildout, so is the growth in the level of municipal expenditures required by population-driven cost items. The proposed amendment to the *McDonnell Center Specific Plan* is part of the growth trend of net revenue generating land uses which contribute to a net positive

fiscal position for the City.

IV. STUDY METHODOLOGY

The analysis calculates both recurring and non-recurring fiscal revenues and costs to the City of Cypress that the proposed plan of development will generate. Revenues examined in detail include:

- Property tax revenue;
- Property transfer tax revenue;
- Sales and use tax revenue;
- Utility franchise fee revenue;
- Business license revenue;
- Transient occupancy tax revenue
- Revenue from other governmental agencies;
- License & permit revenue;
- Service charges revenue, and
- Other miscellaneous revenue including fines and interest income.

Revenues were projected based on the appropriate unit of measurement for each revenue source, i.e., sales tax revenues are based on average sales per square foot of the particular type of retail development; property tax is based upon assessed valuation, and so forth. The actual per unit value was determined through several sources including: examination of the City's current revenue receipts for each source and the related number of units; discussions with utility companies to determine usage by different types of land uses; accessing on-line databases to estimate land and improvement values. The per unit value was then applied to the future number of units to determine total underlying revenue potential. Finally, the tax rate is applied where appropriate to arrive at the actual amount of revenue received by the City.

This report examines in detail the recurring municipal costs associated with the proposed development including:

- Police protection costs;
- Public works maintenance expenditures, including street maintenance, storm drain maintenance, street cleaning and traffic safety/engineering;
- Community planning and development costs;
- Parks maintenance costs; and
- City administrative and overhead costs.

Cost factors were derived from discussions with City staff and examination of recent City budgets.

The fiscal model calculates revenues and expenses for years 1993 to 1998, the estimated time of project buildout. Project phasing affects the timing of cash flows but does not impact the ultimate, at-buildout fiscal balance of the project. Costs and revenues have been expressed in constant 1993 dollars.

V. FISCAL ASSUMPTIONS AND METHODOLOGY

A. RECURRING FISCAL REVENUES

1. *Property and Transfer Tax Revenue*

Proposition 13 allows a maximum annual inflation adjustment of 2% to property. This increase in assessed valuation is included in the assumptions of the model. The assessed valuation of real property due to the proposed amended plan includes both the incremental value of the improvements to the land and the cumulative 2% annual increase. The model increments assessed valuation on the basis of improvements to the land (buildings etc.). To the extent that title to the land is transferred upon development, further value may be added to the tax rolls. Absent specific information on the ultimate disposition of particular parcels, the model includes only the estimated value of improvements; thus actual assessed valuation may be greater than the amount estimated by the model.

While Proposition 13 allows a maximum annual inflation adjustment of 2% to property, the annual rate of inflation has exceeded the 2% cap every year since the initiative was passed in 1978. Since only a small portion of existing properties are reassessed in a given year, fiscal costs rise at the prevailing inflation rate, while overall property tax revenues increase at a lower rate of 2%.

To account for this discrepancy, the model takes the portion of existing property that is assumed not to be resold and increases the property valuation by the allowed 2%. This amount is then depreciated by an assumed future inflation rate (set at 4% at present). The property which does turnover in resale that year (turnover rate for non-residential land is set at 0% at present) returns to its full market value. The newly adjusted value of existing stock of property and the reassessed value of properties that have "turned over" is then added to the value of new construction completed that year to arrive at a base value to which the current property tax rate of 1% is applied.

Personal property valuation is computed as a function of real property valuation. Business Park/Office/Commercial personal property is valued at 10% of real property valuation. Personal property is also subject to a 1% tax upon assessed valuation.

Real property transfer taxes accrue to the City when real property is sold. The ratio of transfer tax revenue to property tax revenue has been a relatively stable ratio over recent years. The ratio of transfer tax to property tax has been 5.62% in the recent past. This ratio

is applied to the incremental property tax revenues attributable to the project to estimate transfer tax revenues to the project. This does not imply exact timing of cash flows but does give a reasonable estimate of the long run, average transfer tax revenues to be allocated to the project.

2. *Sales Tax Revenue*

Sales tax revenue is based on likely sales performance in retail space. Taxable sales are calculated on a per square foot basis. The contemplated use of the 9,000 square feet of commercial retail space is as a restaurant. The location is particularly suited for such use. Based on estimates from the Urban Land Institute, the median annual sales per square foot for restaurants that sell liquor in community serving centers is \$158. This local has more regional/sub-regional drawing characteristics and thus should easily meet and most probably exceed this estimated sales rate. Per square foot sales performance of similarly situated restaurants in Southern California can exceed \$300 per square foot revenues. As a conservative approach, the model utilizes the \$158 figure; however this sales factor can be adjusted to reflect updated information and the model will automatically recalculate the results.

The City collects 1.0% of gross taxable sales. The sales and use tax revenues attributed to the project are based solely on the 9,000 square feet of restaurant use. To the extent that portions of the remaining square feet are devoted to retail activities, actual sales tax revenues could be higher.

3. *Transient Occupancy Tax*

The City imposes an 8% tax on hotel/motel room revenues. The McDonnell Center already includes a Ramada Inn and the future development under the proposed amended specific plan does not include additional hotel/motel uses. However it is appropriate to acknowledge the symbiotic nature of the business park and hotel relationship. Thus, while this proposed development itself contains no incremental hotel rooms, it will reasonably make a significant contribution to the utilization of existing hotel rooms and thus will contribute to incremental transient occupancy tax revenues to the City.

Based on review of City budgets, there was a substantial increase in transient occupancy tax revenue following the opening of the Ramada Inn. By subtracting the pre-existing or "baseline" revenues from fiscal year 1990-1991 revenues, approximately \$258,000 can be attributed to new facilities in the business park (with reference to the entire Cypress Business Park area). If it is assumed that 50% of the business at the new facilities is attributable to firms in the business park, then \$129,000 is attributable to the 298 developed acres of business park land. This equals \$432 per acre and (at a .5 floor/area ratio), \$0.198 of revenue per square foot of developed business park space.

4. Franchise Fee Revenue

The City collects revenue through franchise fees on electric, gas, water, refuse and cable television billings to residents and businesses in the City. The revenue projection is based upon typical consumption patterns, current billing rates for utilities and the City's current franchise fee rates. The primary impacts will be increased sales of electricity and natural gas by the additional businesses in the development. It is assumed that the City will realize an additional \$.03 of franchise fee revenue for every square foot of business park space. Because the proposed development does not include residential uses, it is assumed that cable television related revenues will be negligible.

5. Business License Revenues

Business license fee structures are generally complex with varying formulae for the various types of business found within a city. In the absence of precise data of the particular types of business which will occupy the proposed development, we have applied broad City-wide averages.

As of June 30, 1993, there were 1,986 licensed businesses in the City. The fiscal year 1992-1993 budget projected revenues for the 1993-1994 fiscal year of \$480,000 citywide. On a strict per business basis, this equates to \$241 of business license revenue annually per business.

Because of the large office component of the development, it is possible that a high percentage of professionals may locate there. To reflect this possibility and to incorporate an element of fiscal conservatism by utilizing a revenue figure lower than the City per/business average, the model will utilize the "professional" business license fee of \$177 per business allocated on a per square foot basis. Based on the number of retail outlets in the City based on State Board of Equalization figures and known retail FAR's, it is possible to estimate the average retail business size as 6,900 square feet. If it is further assumed that non-retail businesses are, on average the same size, the rate of business license revenue to the City is \$0.03 per square foot.

6. Transfers from Other Agencies

Transfer revenue from other governmental agencies consists of subventions from the State of California, including:

- motor vehicle in lieu revenue,
- cigarette tax transfers
- gas tax transfers.

This revenue category is not development driven; but just as non-development driven costs have been allocated to the proposed project, so have non-development driven revenue

categories.

Based on the fiscal year 1992-1993 Budget's revenue projections, revenue from other agencies at buildout was estimated at \$20,663. This revenue was allocated on the basis of each land use's respective share of "tax paying acres" (non-public owned) in the City, on a per acre basis. There is no assumed increase over time in this revenue category; however the model is structured to accommodate an annual percentage increase (or decrease) if, upon subsequent information such an adjustment is deemed appropriate. The major component of this item is the motor vehicle in-lieu tax.

7. *Service Charges*

The City charges for certain services provided such as Planning Fees and Park and Recreation Administration charges. These fees, such as plan check fees, are largely development driven. They have been allocated, per acre, on the basis of relative share of respective tax-paying land uses in the City.

The major component of this budget category is Park District charges. This revenue item has borne a steady relationship to the amount of property tax revenue received by the City over time (since park district funding is linked to assessed value). To estimate this component of the revenue category, the ratio of Park District Charges revenue to property tax revenue was measured at 45% based on actual revenues from fiscal years 1985-1986 to 1990-1991. Thus as development in the project augments assessed valuation generally, it will augment Park District Charges revenue as well. In light of recent property tax shifting, the percentage relationship of these charges to property tax revenue is a discreet assumption item and thus can be readily changed to reflect emerging fiscal realities within the State.

8. *Fines and Miscellaneous Revenue*

Miscellaneous City revenues and fines will generate a projected \$2,821 additional revenue at project buildout. This revenue will include municipal court fines, and revenue from other recurring budget line items not accounted for elsewhere in this analysis. These revenue items were allocated to the project on a relative per acre basis by respective land as above.

B. RECURRING FISCAL COSTS

1. *Police Protection*

Police Protection includes police department management, field activities, investigations and traffic and parking enforcement. This cost is often viewed as being resident driven, at least in terms of measuring dollars expended per capita. Since this project increases tax revenues without adding residents, it can be viewed as contributing to an increasing (per capita) level of service. However, police protection costs have been allocated to this project on a square

foot basis, based on the relative share of respective land use acreage to total "tax-paying" acreage in the City. As such, police protection represents the largest cost category allocated against the project.

2. *Traffic Safety*

Traffic safety costs have also been allocated on a relative land use share of City acreage; however the allocation has been adjusted to reflect the differing impacts land use type has upon average trip generation rates in the City. With this weighted methodology, residential land uses which comprise 60% of "tax-paying" acres in the City, only account for 40% of traffic safety costs, since a disproportionate number of trips are generated by other commercial/business related land uses. The allocation method is listed in the COST ALLOCATION Table on page *app-5* and references the trip generation factors listed in Table 2 of the Circulation Element of the General Plan.

3. *Public Right of Way*

Public Right-of-Way expenditures include street maintenance and sweeping, parkway and street tree maintenance and general engineering services. Street Maintenance is the major cost component and is a function of the square feet of roadway in the City. Roadways for the project already exist and further development does not require additional roadway or medians. Based on an infrastructure driven allocation method the project would add little to increased City costs. However Public Right of Way costs are allocated to the project based on business park land use relative share of tax-paying acres in the City, adjusted for added traffic related impacts on street maintenance by commercial/business park uses. This relative allocation is the same as that for Traffic Safety and is listed in the COST ALLOCATION Table with reference to Table 2 of the Circulation Element of the General Plan. On this basis, Public Right of Way costs are the second largest cost item allocated against the project.

4. *Drain, Sewer and Other Maintenance*

Sewer and drainage infrastructure already exists to serve the McDonnell Center, but these costs of maintaining this infrastructure have been allocated to the project on a square foot basis; again based on the relative share of business park land use to total "tax-paying" acreage in the City. This is a relatively minor cost item and represents only 2% of total project related costs.

5. *Community Planning and Development*

Community Planning and Development includes department management, property development services, long range planning, and building safety and abatement services. The Department charges for many of its services and to the extent that the fees cover the costs incurred, development in the City would be revenue neutral. As in other cost categories, costs are allocated to the proposed project on the basis of business park land uses' share of

total tax-paying acreage in the City. This is the third largest and a significant cost category allocated against the project.

6. *Park Facilities Maintenance and Service*

Service standards for Parks, as listed in the Conservation/Open Space/Recreation Element of the General Plan are based on resident population. Since this is not a residential project, no Park costs are allocated against it.

7. *Municipal Support Services and Management*

Municipal Support Services and management comprises all staff functions necessary to support City departmental activities. Such costs are often allocated on the basis of number of residents served. This project does not generate residents and thus this cost category is allocated on a relative share of land use acreage basis.

APPENDIX

**TABLE A-1
FISCAL IMPACT AND FINANCIAL EVALUATION MODEL INPUT SHEET**

FOR DEVELOPMENT DRIVEN METHOD			
MARKET ASSUMPTIONS			
\$99,000	\$/Low Density DU (incremental valuation)	100	Low Density SF
\$50,000	\$/Med Density DU (incremental valuation)	500	Med Density SF
\$35,000	\$/High Density DU (incremental valuation)	1000	High Density SF
\$16,000	\$/Mobile Home DU (incremental valuation)	300	Mobile Home SF
\$30	\$/Sq.Ft. Commercial (incremental valuation)	0.45	Commercial FAR
\$50	\$/Sq.Ft. Business Park (incremental valuation)	0.50	Business Park FAR
\$45	\$/Sq.Ft. Light Industrial (incremental valuation)	0.40	Light Industrial FAR
15	Low Density \$/ SF	45	Med Density \$/ SF
40	Med Density \$/ SF	55	High Density \$/ SF
120	Mobile Home \$/ SF		
			Persons/Low Density DU
			Persons/Med Density DU
			Persons/High Density DU
			Persons/Mobile Home DU
DEVELOPMENT PHASING			
Residential Buildout to occur over	Years (retime)	phasing to begin in Year	0
Commercial Buildout to occur over	Years (contime)	phasing to begin in Year	1
Business Park Buildout to occur over	Years (optime)	phasing to begin in Year	4
Light Industrial Buildout to occur over	Years (indtime)	phasing to begin in Year	8
Land Uses to Be Developed (per General Plan)			
Low Density (units)	0	reference	LU pg 16 & Heng pg 2-16
Med density (units)	0		Heng pg 2-16
High Density (units)	0		Heng pg 2-16
Commercial (SF)	9000		pg LU-67
Business Park (SF)	725,000		280 Acres @ .5 FAR pg LU-65
Light Industrial (SF)	0		pg LU-66
Hotel/Motel (% due to BP use)	50.00%		
Number of Rooms	0		
Average Room Price	0		
Occupancy Rate	0		

FOR TREND DRIVEN METHOD MUNICIPAL REVENUES			FOR TREND DRIVEN AND PER CAPITA METHOD MUNICIPAL EXPENSES		
REAL RATE OF CHANGE	BASE YEAR (92-93)	INPUT VARIABLES	REAL RATE OF CHANGE	BASE YEAR (92-93)	INPUT VARIABLES
6.85%	\$2,913,000	\$2,913,000	2.55%	\$999,245	\$999,245
PROPERTY TAX			POLICE PROTECTION		
OTHER TAXES			Program Administration		
5.57%	\$3,750,000	\$3,750,000	1.01%	\$3,452,363	\$3,452,363
0.37%	\$699,500	\$699,500	1.95%	\$984,868	\$984,868
13.12%	\$475,000	\$475,000	1.53%	\$1,916,170	\$1,916,170
59.23%	\$510,000	\$510,000	TRAFFIC SAFETY		
5.74%	\$135,000	\$135,000	1.17%	\$336,115	\$336,115
10.75%	\$425,000	\$425,000	-4.00%	\$374,047	\$374,047
	\$500,000	\$500,000	18.30%	\$54,077	\$54,077
LICENSE AND PERMITS			PUBLIC RIGHT-OF-WAY		
22.75%	\$375,000	\$375,000	7.61%	\$514,125	\$514,125
26.10%	\$72,000	\$72,000	3.73%	\$457,878	\$457,878
16.05%	\$53,000	\$53,000	-7.13%	\$1,223,582	\$1,223,582
-26.39%	\$8,000	\$8,000	8.91%	\$918,371	\$918,371
9.53%	\$7,000	\$7,000	DRAIN/SEWER/OTHER MAINT.		
5.23%	\$1,000	\$1,000	-4.12%	\$129,303	\$129,303
ORDINANCE VIOLATION FINES			-2.05%	\$104,659	\$104,659
0.93%	\$200	\$200	-0.00%	\$133,125	\$133,125
RENTS & CONCESSIONS			COMMUNITY PLANNING & DEV.		
REVENUE FROM OTHER AGENCIES			Management		
-3.73%	\$52,000	\$52,000	18.47%	\$202,157	\$202,157
-0.62%	\$9,000	\$9,000	7.13%	\$388,610	\$388,610
-14.48%	\$15,000	\$15,000	-10.92%	\$57,412	\$57,412
-6.26%	\$750	\$750	17.02%	\$625,914	\$625,914
0.82%	\$1,600,000	\$1,600,000	PARK FACILITIES MAINT SERV		
-18.68%	\$30,000	\$30,000	2.35%	\$1,253,370	\$1,253,370
-40.87%	\$80,000	\$80,000	MUNI. SUPPORT SERV & MAINT.		
SERVICE CHARGES			City Council		
0.75%	\$30,000	\$30,000	3.40%	\$212,216	\$212,216
19.44%	\$1,200	\$1,200	29.09%	\$199,350	\$199,350
9.28%	\$9,000	\$9,000	8.61%	\$614,023	\$614,023
0.00%	\$100	\$100	10.05%	\$309,960	\$309,960
15.58%	\$75,000	\$75,000	9.95%	\$700,336	\$700,336
-6.20%	\$30,000	\$30,000	11.28%	\$210,775	\$210,775
14.40%	\$233,000	\$233,000	0.20%	\$228,644	\$228,644
-5.08%	\$20,000	\$20,000	OTHER REVENUES		
-0.85%	\$15,000	\$15,000	-10.63%	\$10,000	\$10,000
3.04%	\$1,226,580	\$1,226,580	-2.80%	\$500	\$500
0.00%	\$50,000	\$50,000	0.00%	\$4,000	\$4,000
9.97%	\$110,000	\$110,000	0.00%	\$20,000	\$20,000
INTEREST			0.00%	\$9,000	\$9,000
-8.76%	\$1,175,000	\$1,175,000	-7.64%	\$15,000	\$15,000

FOR PER CAPITA DRIVEN METHOD	
annual pop growth rate:	0.50%
base year population	42,855
buildout population limit	44,880
per General Plan pg LU-85	

EFFECTS OF INFLATION	
Do you wish Revenues & Expenditures to reflect the effects of inflation?	NO
Enter no for the numbers to be held in constant 1993 \$	
Enter yes for the numbers to change with rate of inflation.	

**TABLE A-2
FISCAL IMPACT AND FINANCIAL EVALUATION MODEL INPUT SHEET**

This Table establishes the Pro-Rata Share of Land Uses in the City and Serves As the Basis for Cost (and Revenue for certain items) Allocation per unit of Land Use. Shaded Factors are Applied to the Budget Categories to the Right to Yield 'per acre' Cost Units

Tax-Paying Land Uses	Existing Acres	% of Taxpaying Acres
RESIDENTIAL		
Low Density	1390	47.10%
Med. Density	230	7.85%
Hi Density	119	3.86%
Mobile home	52	1.09%
COMMERCIAL		
BUSINESS PARK	149	11.54%
LIGHT INDUSTRIAL	32	1.09%
GOLF COURSE	108	3.62%
CEMETERY	150	5.12%
Total Existing Acres	2930	100.00%

This Table Allocates each Land Use's per Acre Cost to Dwelling Units and to Square Footages for Residential and Non-residential Uses respectively

RESIDENTIAL (D. U.'S)	Number of Units	Relative % of DU's
Low Density	9,054	82.27%
Med. Density	2,811	19.33%
Hi Density	2,303	15.84%
Mobile home	370	2.57%
Total DU's	14,541	100.00%

	Floor/Area Ratio (FAR)	Implied Square Footage
COMMERCIAL (per SF)	0.45	6,625,476
BUSINESS PARK (per SF)	0.5	11,957,220
LIGHT INDUSTRIAL (perSF)	0.4	557,568
GOLF COURSE (Acres)	1	4,617,360
CEMETERY (Acres)		6,534,000

**TRAFFIC & R-O-W
RE-ALLOCATION FACTORS**
Because Commercial and Business Park Land Uses Generate Significantly More Trips than Residential Uses, Cost for Traffic Related Categories are Re-allocated (see Circulation Element of General Plan)

RESIDENTIAL (D. U.'S)	Traffic Adjusted % Share
Low Density	15.00%
Med. Density	10.00%
Hi Density	10.00%
Mobile home	5.00%
COMMERCIAL (Sq. Ft.)	30.00%
BUSINESS PARK (Sq.F.t.)	20.00%
LIGHT INDUSTRIAL(Sq.Ft)	5.00%
GOLF COURSE (Acres)	2.50%
CEMETERY (Acres)	2.50%
	100.00%

CAPITAL EXPENDITURES

YEAR	AMOUNT
1	\$1,383,095
2	\$1,347,000
3	\$1,385,000
4	\$1,385,000
5	\$1,385,000
6	\$1,385,000
7	\$1,385,000
8	\$1,385,000
9	\$1,385,000
10	\$1,385,000

ITEM	AVERAGE LIFE	EST. REPLACEMENT COST	ANNUAL FIXED ASSET EXPENSE
ALLEYS	20	\$608,000	\$30,400
AUTOMOTIVE - GENERAL	5	\$104,583	\$20,919
AUTOMOTIVE - HEAVY EQUIP.	10	\$972,968	\$97,297
AUTOMOTIVE - POLICE	3	\$419,447	\$137,816
BRIDGES	20	\$10,000,000	\$500,000
BUILDINGS	30	\$9,044,059	\$301,469
CURBS,GUTTERS & SIDEWALKS	20	\$20,118,600	\$1,005,930
MEDIANS & PARKWAYS	20	\$246,965	\$12,348
MISCELLANEOUS ISF ASSETS	VARIABLE	\$2,287,902	\$406,046
OFFICE FURNITURE	10	\$359,963	\$35,986
PARK LANDSCAPING & EQUIP.	VARIABLE	\$4,157,107	\$252,640
PARKING LOTS	20	\$157,500	\$7,875
SEWER SYSTYEM	40	\$19,414,540	\$485,364
STORM DRAINAGE	50	\$28,902,916	\$578,058
STREETS	20	\$35,884,100	\$1,794,205
TRAFFIC SIGNALS	10	\$5,505,000	\$550,500
TRAFFIC & STREET SIGNS	8	\$1,170,000	\$146,250
TREES	50	\$3,060,000	\$61,200
TOTAL		\$142,387,558	\$6,424,302

BEGINNING FUND BALANCE - ALL FUNDS	\$7,578,347
PROPOSED ANNUAL REVENUE TO ALL FUNDS EXCEPT FUND 11 - GENERAL FUND	\$2,848,450

Press Here to Copy in Base Year Values

**TABLE A-3
REVENUE FACTORS FOR FISCAL IMPACT ANALYSIS INPUT SHEET**

Annual Rate of Inflation	<input type="text" value="1.00%"/>				
Annual Trend Increase in Real Property Assessed Valuation %	<input type="text" value="2.00%"/>	Business License Revenue \$ per Square Foot Factor	commercial <input type="text" value="\$0.06"/>	business park <input type="text" value="\$0.03"/>	light industrial <input type="text" value="\$0.02"/>
Prop 13 Tax Rate on Assessed Valuation	<input type="text" value="1.00%"/>	Parimutuel & Offsite Tax Real Annual % increase/decrease Rate	<input type="text" value="0.00%"/>		
The City's % Share of the 1% Prop 13 Real Property Tax	<input type="text" value="10.69%"/>	Motor Vehicle Tax Annual Trend Adjustment Factor	<input type="text" value="5.00%"/>		
Ratio of Personal Property Valuation to Real Property Valuation	<input type="text" value="10.00%"/>	The City's % Tax Rate upon Utilities' Gross Sales	<input type="text" value="2.00%"/>		
The City's % Share of Taxable Sales	<input type="text" value="1.00%"/>	The City's \$/SF Franchise Revenue upon Utilities' Gross Sales	non-residential/SF <input type="text" value="\$0.0300"/>	residential/DU <input type="text" value="\$15.00"/>	
Average \$ Sales per Square Foot of Retail Space	<input type="text" value="\$158.00"/>	Annual % Interest Earned on Municipal Funds	<input type="text" value="3.00%"/>		
The City's % Tax Rate upon Transient Occupancy	<input type="text" value="8.00%"/>	Ratio of Property Transfer Tax to Property Tax revenue	<input type="text" value="1.63%"/>		
Transient Occupancy Tax Revenue/SF Business Park	<input type="text" value="\$0.0198"/>	Rate of turnover of the Property Tax Base	<input type="text" value="10.00%"/>		
Park Districts' Annual %Trend/Share % Property Tax	<input type="text" value="45.00%"/>				
Park District Revenue as % Share of Service Charge Revenue	<input type="text" value="63.00%"/>				
Service Charges less Parks Annual % Trend Rate	<input type="text" value="0.00%"/>				
Other Revenue Annual % Trend Rate	<input type="text" value="0.00%"/>				

TAX PAYING LAND USES	EXISTING ACRES	
	% OF TAX PAYING ACRES	#existing DU's
RESIDENTIAL		
Low Density	1380	47.10%
Med. Density	230	7.85%
Hi Density	113	3.86%
Mobile home	32	1.09%
COMMERCIAL	338	11.54%
BUSINESS PARK	549	18.74%
LIGHT INDUSTRIAL	32	1.09%
GOLF COURSE	108	3.62%
CEMETARY	150	5.12%
total existing acres	2930	100.00%

CITY OF CYPRESS

TABLE A-4 INPUT SHEET FOR FISCAL IMPACT OF SPECIFIC PROJECT DEVELOPMENT DRIVEN

If you would like to evaluate the fiscal impact of a specific project enter 0.
Otherwise, for a general buildout scenario enter 1.

0

Enter the data for the specific project in the box below, and then press the macro button.

LAND USES TO BE DEVELOPED	
Low Density (units)	0
Med density (units)	0
High Density (units)	0
Commercial (SF)	9000
Business Park (SF)	728,000
Light Industrial (SF)	0
Hotel/Motel (% due to BP use)	50.00%
Number of Rooms	0
Average Room Price	0
Occupancy Rate	0

Press Here to Enter Data into Model

DEVELOPMENT PHASING FOR SPECIFIC PROJECT				
Residential Buildout to occur over	0	Years (restime)	phasing to begin in Year	0
Commercial Buildout to occur over	1	Years (comtime)	phasing to begin in Year	3
Business Park Buildout to occur over	3	Years (bptime)	phasing to begin in Year	4
Light Industrial Buildout to occur over	0	Years (indtime)	phasing to begin in Year	0

**TABLE A-5
COST ALLOCATION FACTORS**

This Table establishes the Pro Rata Share of Land Uses in the City and Bays as the Basis for Cost (and Revenue for certain items) Allocation per unit of Land Use. Shaded Factors are Applied to the Budget Categories to the Right to Yield "per acre" Cost Units

Land Use	Existing Acres	% of Taxpaying Acres
RESIDENTIAL	1380	47.10%
Low Density	230	7.85%
Med. Density	113	3.86%
Hi Density	32	1.09%
Mobile home	338	11.54%
COMMERCIAL	549	18.74%
BUSINESS PARK	32	1.09%
LIGHT INDUSTRIAL	108	3.62%
GOLF COURSE	150	5.12%
CEMETERY	2930	100.00%
Total Existing Acres		

This Table Allocates each Land Use's per Acre Cost to Dwelling Units and to Square Footages for Residential and Non-residential Uses respectively

Land Use	Number of Units	Relative % of DU's	Floor/Area Ratio (FAR)	Implied Square Footage
RESIDENTIAL (D. U.'S)	9,054	82.27%	0.45	6,825,476
Low Density	2,811	19.33%	0.5	1,957,220
Med. Density	2,303	15.84%	0.4	557,568
Hi Density	373	2.57%	1	106
Mobile home	14,541	100.00%	1	150
Total DU's				
COMMERCIAL (per SF)				
BUSINESS PARK (per SF)				
LIGHT INDUSTRIAL (perSF)				
GOLF COURSE (Acres)				
CEMETERY (Acres)				

**TRAFFIC & ROW
RE-ALLOCATION FACTORS**
Because Commercial and Business Park Land Uses Generate Significantly More Trips than Residential Uses, Cost for Traffic Related Categories are Re-allocated (see Circulation Element of General Plan)

Land Use	Traffic Adjusted % Share
RESIDENTIAL (D. U.'S)	
Low Density	15.00%
Med. Density	10.00%
Hi Density	10.00%
Mobile home	5.00%
COMMERCIAL (Sq. Ft.)	
BUSINESS PARK (Sq.Ft.)	30.00%
LIGHT INDUSTRIAL(Sq.Ft.)	20.00%
GOLF COURSE (Acres)	5.00%
CEMETERY (Acres)	2.50%
Total	100.00%

	COST CATEGORY (fiscal year 1992-1993) POLICE PROTECTION	COST CATEGORY (fiscal year 1992-1993) TRAFFIC SAFETY	COST CATEGORY (fiscal year 1992-1993) PUBLIC RIGHT of WAY	COST CATEGORY (fiscal year 1992-1993) DRAIN SEWER MAINT.	COST CATEGORY (fiscal year 1992-1993) COMMUNITY PLANNING	COST CATEGORY (fiscal year 1992-1993) PARK FAC. MAINT.	COST CATEGORY (fiscal year 1992-1993) MUN. SUPPORT SERVICES
	\$7,352,646	\$784,239	\$3,113,956	\$387,087	\$1,274,083	\$1,253,370	\$2,475,304
	\$3,463,021	\$359,849	\$1,488,641	\$172,894	\$600,085	\$590,324	\$1,185,843
	\$577,170	\$59,991	\$244,440	\$28,816	\$100,014	\$96,387	\$184,307
	\$283,566	\$29,474	\$120,095	\$14,157	\$49,137	\$46,338	\$96,484
	\$80,302	\$8,347	\$34,008	\$4,008	\$13,915	\$13,889	\$27,034
	\$946,189	\$88,161	\$359,221	\$42,347	\$146,977	\$144,587	\$285,647
	\$1,377,680	\$143,197	\$583,488	\$68,782	\$238,729	\$234,846	\$463,803
	\$80,302	\$8,347	\$34,009	\$4,009	\$13,915	\$13,889	\$27,034
	\$266,000	\$27,648	\$112,655	\$13,280	\$46,083	\$45,344	\$89,550
	\$378,415	\$39,125	\$159,418	\$18,793	\$65,227	\$64,166	\$128,722
	\$7,352,646	\$784,239	\$3,113,956	\$387,087	\$1,274,083	\$1,253,370	\$2,475,304

	POLICE PROTECTION	TRAFFIC SAFETY	PUBLIC RIGHT of WAY	DRAIN SEWER MAINT.	COMMUNITY PLANNING	PARK FAC. MAINTENANCE	MUN. SUPPORT SERVICES
	\$382.49	\$12.66	\$51.59	\$18.10	\$68.28	\$66.20	\$128.77
	\$205.33	\$27.19	\$110.78	\$10.25	\$35.58	\$66.20	\$69.12
	\$123.13	\$33.18	\$135.21	\$6.15	\$21.34	\$66.20	\$41.45
	\$215.29	\$102.44	\$417.42	\$10.75	\$37.31	\$66.20	\$72.48
	\$0.1280	\$0.0346	\$0.1410	\$0.0064	\$0.0222	\$0.0000	\$0.0431
	\$0.1152	\$0.0128	\$0.0521	\$0.0058	\$0.0200	\$0.0000	\$0.0388
	\$0.1440	\$0.0685	\$0.2782	\$0.0072	\$0.0250	\$0.0000	\$0.0485
	\$2,509.44	\$180.25	\$734.42	\$125.29	\$434.84	\$0.0000	\$844.81
	\$2,508.44	\$127.37	\$518.99	\$125.29	\$434.84	\$0.0000	\$844.81

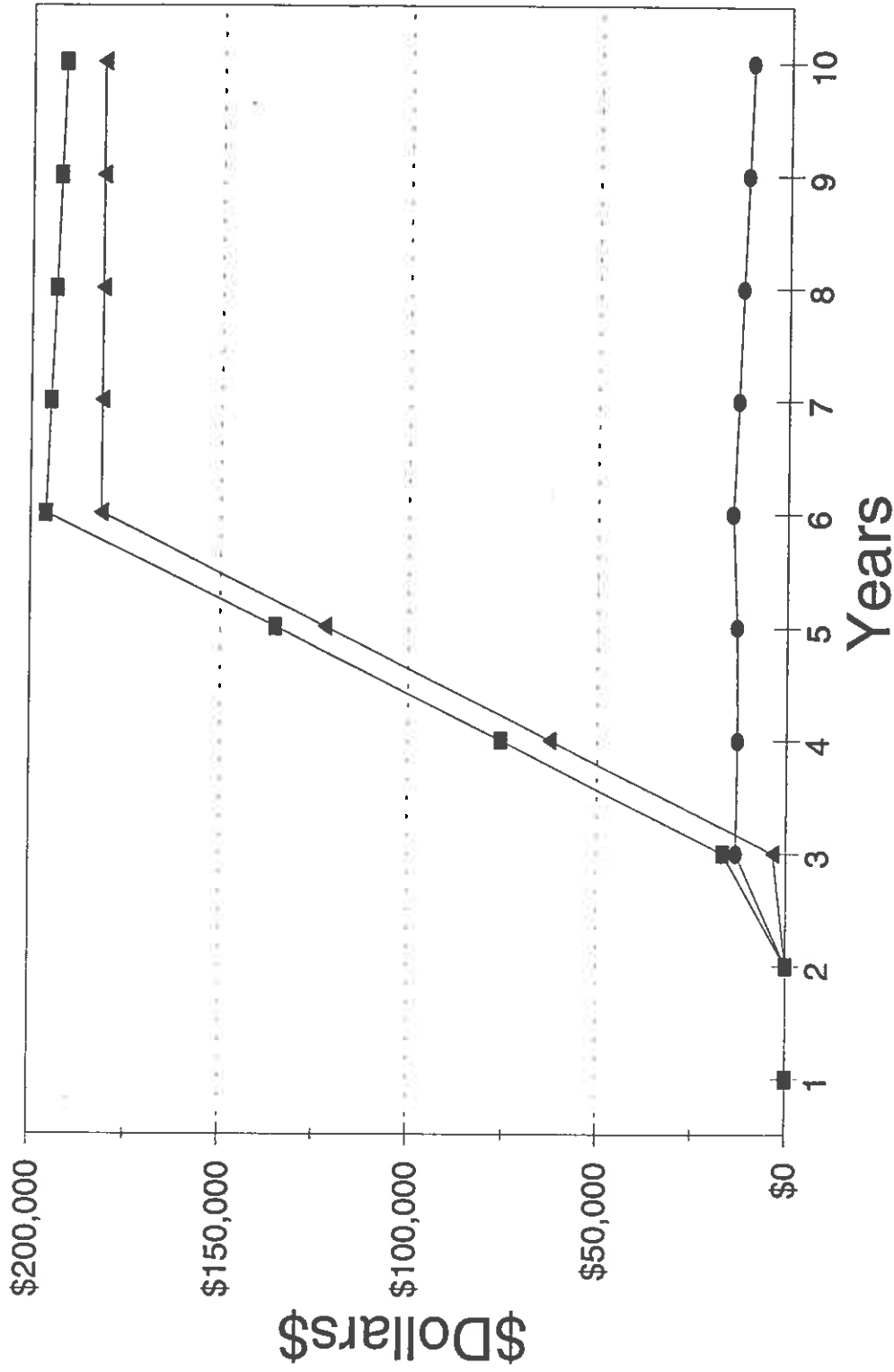
** Note: Park Maintenance Charges are Allocated Solely to Residential Use
Total Budgeted Costs are Spread Equally over All Dwelling Units

**TABLE A-11
DEVELOPMENT DRIVEN REVENUES & EXPENDITURES**

MUNICIPAL REVENUES	BASE YEAR (92-93)	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Property Tax	\$2,913,000	\$0	\$0	\$541	\$18,735	\$37,416
Other Taxes						
Sales & Tax Use	\$3,750,000	\$0	\$0	\$14,220	\$14,220	\$14,220
Franchise Fees	\$699,500	\$0	\$0	\$270	\$7,550	\$14,830
Business License Tax	\$475,000	\$0	\$0	\$578	\$8,413	\$16,248
Transient Occupancy Tax	\$510,000	\$0	\$0	\$0	\$4,805	\$9,610
Real Property Transfer Tax	\$135,000	\$0	\$0	\$25	\$868	\$1,734
Parimutual Tax	\$425,000	\$0	\$0	\$0	\$0	\$0
Satellite Wagering Tax	\$500,000	\$0	\$0	\$0	\$0	\$0
Licenses & Permits						
Building Permits	\$375,000	\$0	\$0	\$59	\$1,485	\$2,911
Plumbing and Heating Permits	\$72,000	\$0	\$0	\$11	\$285	\$559
Electrical Permits	\$53,000	\$0	\$0	\$8	\$210	\$411
Street & Curb Permits	\$8,000	\$0	\$0	\$1	\$32	\$62
Other License Permits	\$7,000	\$0	\$0	\$1	\$28	\$54
Bicycle License	\$1,000	\$0	\$0	\$0	\$4	\$8
Ordinance Violation Fines	\$182,000	\$0	\$0	\$29	\$721	\$1,413
Rents & Concessions	\$200	\$0	\$0	\$0	\$1	\$2
Revenue From Other Agencies						
Homeowner Tax Relief	\$52,000	\$0	\$0	\$8	\$208	\$404
State Trailer Coach Tax	\$9,000	\$0	\$0	\$1	\$38	\$70
Cigarette Tax	\$15,000	\$0	\$0	\$2	\$59	\$116
Off Highway Motor Vehicle Tax	\$750	\$0	\$0	\$0	\$3	\$6
Motor Vehicle Tax	\$1,600,000	\$0	\$0	\$251	\$8,335	\$12,419
Reimbursement from P.O.S.T.	\$30,000	\$0	\$0	\$5	\$119	\$233
Misc. State Revenue	\$80,000	\$0	\$0	\$13	\$317	\$621
Service Charges						
Zoning Fees	\$30,000	\$0	\$0	\$5	\$119	\$233
Subdivision Fees	\$1,200	\$0	\$0	\$0	\$5	\$9
Sales of Maps & Publications	\$9,000	\$0	\$0	\$1	\$38	\$70
Other Filing Fees	\$100	\$0	\$0	\$0	\$0	\$1
Special Police Services	\$75,000	\$0	\$0	\$12	\$297	\$582
Special Public Works Services	\$30,000	\$0	\$0	\$5	\$119	\$233
Plan Checking Fees	\$233,000	\$0	\$0	\$37	\$923	\$1,809
Engineering & Inspection Fees	\$20,000	\$0	\$0	\$3	\$79	\$155
Weed & Nuisance Abatement	\$15,000	\$0	\$0	\$2	\$59	\$118
Park District Charges	\$1,226,580	\$0	\$0	\$243	\$8,431	\$16,837
Park & Rec Facility Fees	\$50,000	\$0	\$0	\$8	\$198	\$388
Refuse Collection Charges	\$110,000	\$0	\$0	\$17	\$438	\$854
Office Equip. Rental	\$0	\$0	\$0	\$0	\$0	\$0
Other Revenues						
Sewer Connection Fees	\$10,000	\$0	\$0	\$2	\$40	\$78
Insurance refunds	\$500	\$0	\$0	\$0	\$2	\$4
Fire Department Revenues	\$4,000	\$0	\$0	\$1	\$16	\$31
AB 2786 Revenue	\$20,000	\$0	\$0	\$3	\$79	\$155
Bus and Shelter Advertising	\$9,000	\$0	\$0	\$1	\$36	\$70
Misc. Revenue	\$15,000	\$0	\$0	\$2	\$59	\$116
Interest	\$1,175,000	\$0	\$0	\$390	\$379	\$390
Total Current Operating Revenue	\$14,925,830	\$0	\$0	\$16,756	\$75,742	\$135,476
MUNICIPAL EXPENSES						
Police Protection						
Program Administration	\$999,245	\$0	\$0	\$157	\$3,956	\$7,756
Field Operations	\$3,452,363	\$0	\$0	\$541	\$13,669	\$26,797
Investigations	\$984,868	\$0	\$0	\$154	\$3,899	\$7,645
Support Services	\$1,916,170	\$0	\$0	\$300	\$7,587	\$14,873
Traffic Safety						
Traffic Maintenance	\$336,115	\$0	\$0	\$137	\$1,501	\$2,865
Street Lighting	\$374,047	\$0	\$0	\$152	\$1,671	\$3,189
Traffic Engineering	\$54,077	\$0	\$0	\$22	\$242	\$461
Public Right - of - Way						
Management	\$514,125	\$0	\$0	\$210	\$2,296	\$4,383
Engineering Services	\$457,878	\$0	\$0	\$187	\$2,045	\$3,904
Street/Curb/Sidewalk Maint.	\$1,223,582	\$0	\$0	\$499	\$5,465	\$10,431
R-O-W Landscape Maint.	\$918,371	\$0	\$0	\$374	\$4,102	\$7,829
Drain/Sewer/Other Maint.						
Drainage	\$129,303	\$0	\$0	\$20	\$512	\$1,004
Other Maintenance	\$104,659	\$0	\$0	\$16	\$414	\$812
Sewer Maintenance	\$133,125	\$0	\$0	\$21	\$527	\$1,033
Community Planning & Development						
Management	\$202,157	\$0	\$0	\$32	\$800	\$1,569
Property Development	\$388,610	\$0	\$0	\$61	\$1,539	\$3,016
Long Range Planning	\$57,412	\$0	\$0	\$9	\$227	\$446
Bldg Safety & Prop Abatmnt	\$625,914	\$0	\$0	\$98	\$2,478	\$4,858
Park Facilities Maint. Serv.						
Total Park Maint. Services	\$1,253,370	\$0	\$0	\$0	\$0	\$0
Muni Support Serv. & Maint.						
City Council	\$212,216	\$0	\$0	\$33	\$840	\$1,647
Legal Services	\$199,350	\$0	\$0	\$31	\$789	\$1,547
City Management	\$614,023	\$0	\$0	\$96	\$2,431	\$4,766
Personnel/Staff Development	\$309,960	\$0	\$0	\$49	\$1,227	\$2,406
Fiscal/Accounting Services	\$700,336	\$0	\$0	\$110	\$2,773	\$5,436
Community Promotion	\$210,775	\$0	\$0	\$33	\$835	\$1,636
Support Services	\$228,644	\$0	\$0	\$36	\$905	\$1,775
Total Operating Expenses	\$16,600,695	\$0	\$0	\$3,378	\$62,732	\$122,086
OPERATING SURPLUS (DEFICIT)	(\$1,674,865)	\$0	\$0	\$13,378	\$13,010	\$13,390

DEVELOPMENT DRIVEN

REVENUES AND EXPENSES



■ Revenues ▲ Expenses ● Surplus (Deficit)

TABLE A-12
RATE OF DEVELOPMENT & ASSESSED VALUE IMPACTS

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10
RESIDENTIAL										
Low Density (dwelling units)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Medium Density (dwelling units)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High Density (dwelling units)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NON RESIDENTIAL										
Commercial (square feet)	0.00	0.00	9,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Business Park (square feet)	0.00	0.00	0.00	242,666.67	242,666.67	242,666.67	0.00	0.00	0.00	0.00
Light Industrial (square feet)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
INCREMENTAL ASSESSED VALUATION										
Low Density	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Medium Density	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
High Density	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Commercial	\$0	\$0	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Business Park	\$0	\$0	\$0	\$14,560,000	\$14,560,000	\$14,560,000	\$0	\$0	\$0	\$0
Light Industrial	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL INCREMENTAL ASSESSED VALUATION	\$0	\$0	\$506,189	\$17,033,141	\$17,714,466	\$18,423,045	\$0	\$0	\$0	\$0
DEFLATED VALUE OF PREVIOUS YEAR'S BASE										
(base year 92-93 = \$2725996631)	\$0	\$0	\$0	\$446,909	\$15,475,985	\$30,906,360	\$46,756,948	\$46,134,721	\$45,520,774	\$44,914,997
RE-ASSESSED VALUE OF TRANSFERRED PROPERTY										
	\$0	\$0	\$0	\$52,644	\$1,923,390	\$3,841,429	\$5,508,967	\$5,435,655	\$5,363,319	\$5,291,946
TOTAL ASSESSED VALUATION	\$0	\$0	\$506,189	\$17,532,593	\$35,013,741	\$52,970,834	\$52,265,914	\$51,570,376	\$50,884,093	\$50,206,943

CITY OF CYPRESS

TRIP GENERATION RATES

Cypress General Plan Update
(Circulation Element - Table 2)

LAND USE	DESCRIPTOR	DAILY	TRIP ENDS PER DESCRIPTOR			
			AM PEAK		PM PEAK	
			IN	OUT	IN	OUT
Low Density Residential	Dwelling Unit	10	0.2	0.6	0.7	0.3
Medium Density Residential	Dwelling Unit	8	0.01	0.5	0.6	0.2
High Density Residential	Dwelling Unit	6	0.01	0.4	0.5	0.2
Mobile Home	Dwelling Unit	4.81	0.08	0.32	0.35	0.21
Light Industrial	Square foot	6.97	0.76	0.16	0.12	0.86
Business Park	Square foot	14.37	1.38	0.24	0.33	1.15
Golf Course	Acre	8.33	0.22	0.05	0.08	0.31
Commercial	Square foot	38.65	0.53	0.31	1.83	1.83

**FISCAL IMPACT ANALYSIS
FOR THE
CITY OF CYPRESS
MCDONNELL CENTER SPECIFIC PLAN**

August 24, 1993

**Prepared for:
The City of Cypress**

**Prepared by:
THE NATELSON COMPANY, INC.
16633 Ventura Boulevard, Suite 1200
Encino, California 91436
(818) 501-5016**

TABLE OF CONTENTS

	<u>Page No.</u>
I. INTRODUCTION	1
II. FINDINGS AND CONCLUSIONS	2
III. INTRODUCTION TO THE MODEL	4
IV. STUDY METHODOLOGY	6
V. FISCAL ASSUMPTIONS AND METHODOLOGY	7
A. RECURRING FISCAL REVENUES	7
B. RECURRING FISCAL COSTS	10

APPENDIX

Tables

Fiscal Impact and Financial Evaluation Model Input Sheet	app-1
Fiscal Impact and Financial Evaluation Model Input Sheet	app-2
Revenue Factors for Fiscal Impact Analysis Input Sheet	app-3
Input Sheet For Fiscal Impact of Specific Project	app-4
Cost Allocation Factors	app-5
Development Driven Revenues & Expenditures	app-6
Rate of Development & Assessed Value Impacts	app-8
Trip Generation Rates	app-9

Graph

Development Driven Revenues and Expenses	app-7
--	-------

I. INTRODUCTION

An analysis was undertaken to determine the effect on City finances of the mix of land uses proposed to be developed under the amended *McDonnell Center Specific Plan*. Two conditions must be satisfied to assure a fiscally sound scenario: 1) the total municipal revenues generated from all applicable sources (sales tax, property tax, franchise fees, etc.) must at least equal the costs incurred by the City to operate and maintain City services and infrastructure, and 2) there must be at least some revenue over and above that needed for ongoing operations and maintenance to cover capital improvements and special projects.

A specific plan was prepared for the McDonnell Center in 1982. The subject Specific Plan represents an amendment to the 1982 document. Land uses covered by the plan consist of mixed use business park/office and office/commercial uses in six planning areas. Four planning areas are affected by this proposed amendment. The specific plan amendment consists of the revision of the original specific plan to include the proposed addition of 206,130 square feet of commercial uses to the maximum of 1,554,100 square feet allowed by the 1982 specific plan and EIR. The proposed amendment would increase the total allowable square footage to 1,760,230 square feet. Approximately 530,870 square feet of presently allowable square footage have not yet been developed. This fiscal impact analysis evaluates the incremental fiscal effects of the development of the 737,000 square feet yet to be developed under the amended specific plan. The square footages of the existing and proposed land uses are listed in Table 1 below.

Area	Land Use	Net Acres	Existing Square Footage	Proposed Square Footage	Ultimate Total
1	Industrial/Warehouse	16.14	151,000	210,000	361,000
2	Industrial/Warehouse	15.32	338,653	0	338,653
3	Office	5.02	106,866	0	106,866
4	Commercial	10.54	219,816	9,000	228,816
5	Office	9.18	206,895	150,000	356,895
6	Office/Commercial	8.47	0	368,000*	368,000*
	Subtotal	64.67	1,023,230	737,000	1,760,230
	Roads and Rights of Way	6.56			
	TOTAL	71.23	1,023,230	737,230	1,760,230

*Includes a 10,000 square foot child care facility.