



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

AGENDA ITEM 1

July 18, 2024

TO: Commissioners/Alternates

FROM: Julie Fitch, Executive Officer

SUBJECT: City of Cypress General Plan Land Use Amendment and Cypress Town Center and Commons (CTCC) Specific Plan Amendment (3.0)

The City of Cypress is adjacent to Joint Forces Training Base (JFTB) - Los Alamitos and is entirely within the Notification/Planning Area as shown in Attachment 1. In January 2022, the City submitted its 2021-2029 Housing Element Update for a consistency review. The State required the City to plan for an additional 323 units as a buffer, and at the time, the City considered two different scenarios for meeting the required RHNA allocation of 3,936 housing. Your Commission found the Cypress Housing Element Update to be consistent with the AELUP for JFTB-Los Alamitos with a 4-0 vote (Berverburg abstained). The City Council approved the Housing Element Update Scenario 3 which allocated 1,643 units in the Lincoln Avenue Specific Plan, 676 new units in the Cypress Town Center and Commons (CTCC), and 321 units northeast of Katella Avenue and Siboney Street.

The CTCC is located on the Los Alamitos Race Course site, and had previously allowed the development of residential uses throughout seven districts which ranged from 8 dwelling units/acre (“du/ac”) to approximately 20 du/ac. The Housing Element Update allowed for a higher density of residential uses resulting in an estimated 1,930 units. In order to accomplish this, an Amendment to the CTCC Specific Plan is required to increase total number of units allowed from 1,250 units to 1,930 units, and to increase the maximum density in Lot 2 and Lot 4 from 15 units per acre to 30 units per acre. Additional modifications to the City’s Land Use Element of the General Plan are proposed to ensure consistency between the CTCC Specific Plan and the Land Use Element. No changes are proposed to the allowable heights.

The City submitted the proposed project to ALUC on Friday, May 31, 2024, with a request to be placed on the June 20, 2024 ALUC agenda. However, the submittal was not deemed complete until June 7th and was therefore placed on the July agenda. Pursuant to the Cypress Municipal Code, any changes to the CTCC require voter approval. This process required the City Council to take a vote on the proposed amendments to to place the item on the November 2024 ballot.

The City Council held a public hearing on July 8, 2024, and voted 4-1 to approve CTCC Specific Plan and place it on the November Ballot. The City does not have a Planning Commission.

AELUP for JFTB - Los Alamitos Issues

Regarding Aircraft Noise Impacts

The location of Lot 2 and Lot 4 of the CTCC in relation to the noise contours for JFTB Los Alamitos is shown on Attachment 2. These sites are partially located within the 60 dBA CNEL, and were included in the Housing Element Update which your Commission found to be consistent with the *AELUP for JFTB Los Alamitos*. The CTCC is adjacent to other residential development to the south of the CTCC Specific Plan area along Katella Avenue. See Attachment 3 for an aerial photo with the CTCC in relation to the noise contours as well as the existing residential communities within the 60 and 65 dB CNEL contours for JFTB Los Alamitos.

The *AELUP for JFTB Los Alamitos* states that residential uses within the 60 dB CNEL/Noise Impact Zone 2 is “Normally Consistent,” but that the “noise impact in this area is sufficient to require sound attenuation as set forth in the California Noise Insulation Standards, Title 25, California Code of Regulations.” The Commission strongly recommends that residential units be limited or excluded from this area unless sufficiently sound attenuated. The *AELUP* states, “the residential use interior sound attenuation requirement shall be a CNEL value not exceeding an interior level of 45 dB. In addition, it is recommended that all designated outdoor common or recreational areas within Noise Impact Zone 2 provide outdoor signage informing the public of the presence of operating aircraft.”

The Noise Element contains the following policies related to noise-sensitive uses:

- The 60 CNEL contour defines the Noise Study Zone. The noise environment for any proposed noise-sensitive land use (for example, single- or multi-family residences, hospitals, schools, or churches) within this zone should be evaluated on a project specific basis. The project may require mitigation to meet City and/or State (Title 24) standards. A site- and project-specific study will be necessary to determine what kinds of mitigation will make the interior building environment acceptable for the given type of land use. Some sites may already be sufficiently protected by existing walls or berms that no further mitigation measures are required.
- Coordinate all land use planning and design efforts in the environs of Joint Forces Training Center (JFTC) Los Alamitos to be consistent with noise levels for the airport. Noise sensitive land uses should be prohibited inside the 65 CNEL contour projected for the airport and all noise sensitive land uses inside the 60 CNEL contour should be designed to mitigate airport noise.

The City’s Land Use Element includes policies related to development near JFTB, Los Alamitos:

- LU-12: Establish land use patterns that protect the public from impacts (noise, potential accidents) associated with the Joint Forces Training Center (JFTC) Los Alamitos.
- LU-12.3: Continue to prohibit new residential development on existing vacant land within the 65 contour of the Joint Forces Training Center (JFTC) Los Alamitos.

As stated in the AELUP, for noise sensitive uses, the Commission recommends a posting of: “NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibrations, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.”

Regarding Height Restrictions

No changes to height are proposed as part of this project. The City of Cypress is within the Federal Aviation Administration (FAA) Part 77 Obstruction Imaginary Surfaces for JFTB Los Alamitos. As shown on Attachments 4, areas proposed for density increases are located within the horizontal surfaces for JFTB Los Alamitos which would be penetrated at 182.4 feet AMSL. With a ground elevation of approximately 30’, the existing maximum height limit of 75 feet would not penetrate the horizontal surfaces JFTB Los Alamitos.

Regarding Safety

JFTB Los Alamitos has established Clear Zones, also referred to as a Runway Protection Zones, located at each end of the runway (see Attachment 5). The Clear Zones are trapezoidal areas that are used to enhance the protection of people and property on the ground. Lots 2 and 4 are located approximately one-third of a mile north of the eastern Clear Zone. While the *AELUP for JFTB Los Alamitos* does not require an evaluation of overflight, the JFTB Los Alamitos Flight Routes are shown in Attachment 6.

Regarding Heliports

The development of heliports is not proposed within the CTCC, therefore consistency with the *AELUP for Heliports* was not reviewed.

Conclusion

Attachment 7 to this report contains the cover letter and Submittal Form and Checklist received from the City of Cypress for both the General Plan Amendment and the CTCC Specific Plan Amendment.

ALUC staff has reviewed this project with respect to compliance with the *AELUP for JFTB Los Alamitos*, including review of noise, height and safety.

Recommendation

That the Commission find the proposed City of Cypress General Plan Land Use Amendment and Cypress Town Center and Commons (CTCC) Specific Plan Amendment 3.0 is Consistent with the *AELUP for JFTB Los Alamitos*.

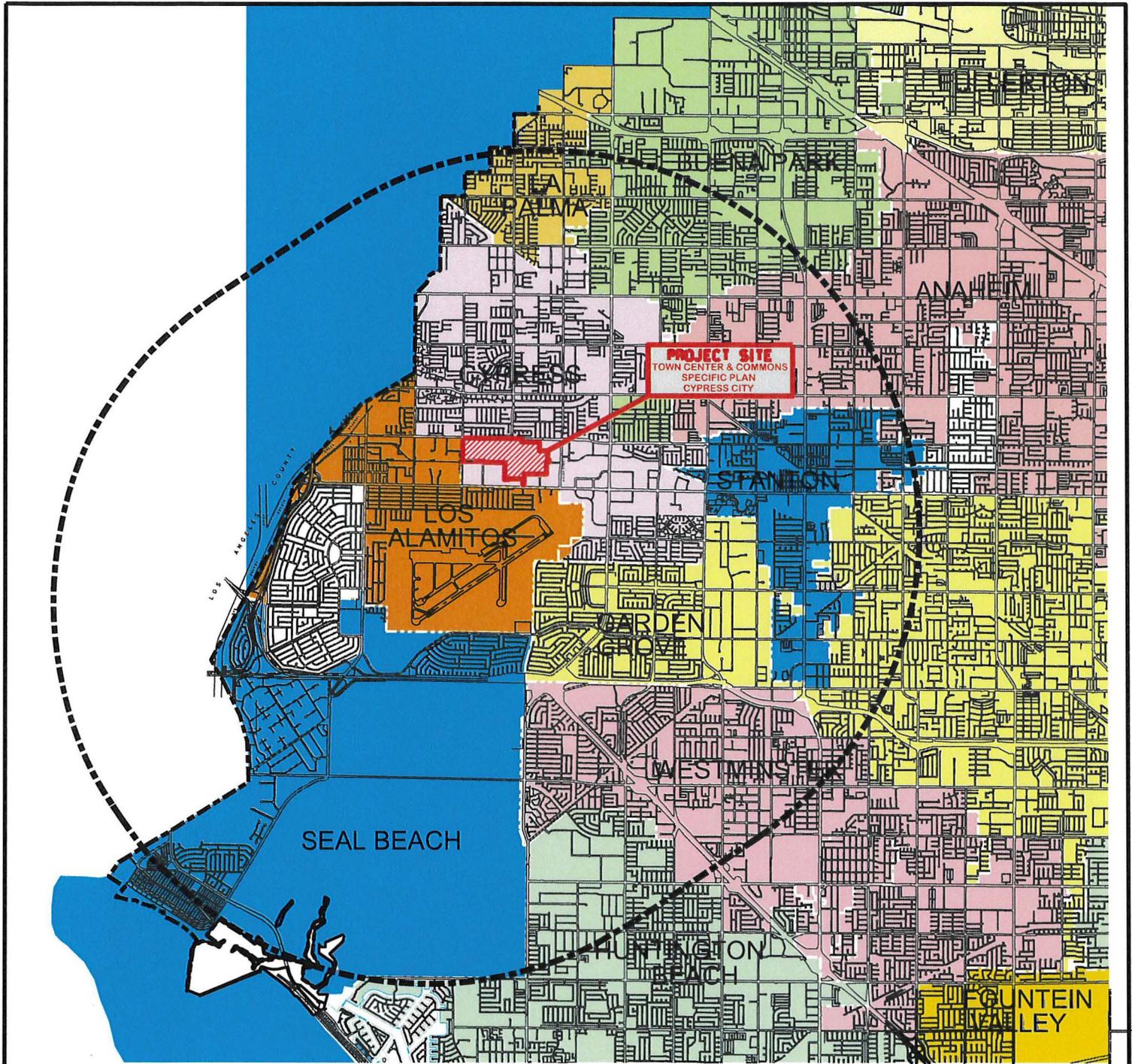
Respectfully submitted,



Julie Fitch
Executive Officer

Attachments:

1. Notification Area for JFTB Los Alamitos
2. Impact Zones/Noise Contours for JFTB Los Alamitos
3. Aerial Exhibit of CTCC and Surrounding Area
4. JFTB Obstruction Imaginary Surfaces
5. JFTB Clear Zone
6. JFTB Los Alamitos Flight Routes
7. City of Cypress Submittal Packet



Note: County Unincorporated areas are shown in white.

FAR PART 77

Notification Area for JFTB Los Alamitos: 20,000' Radius at 100:1 Slope



LEGEND

- 20,000' Radius
- CITY BOUNDARIES

CERTIFICATION

Adopted by the Airport

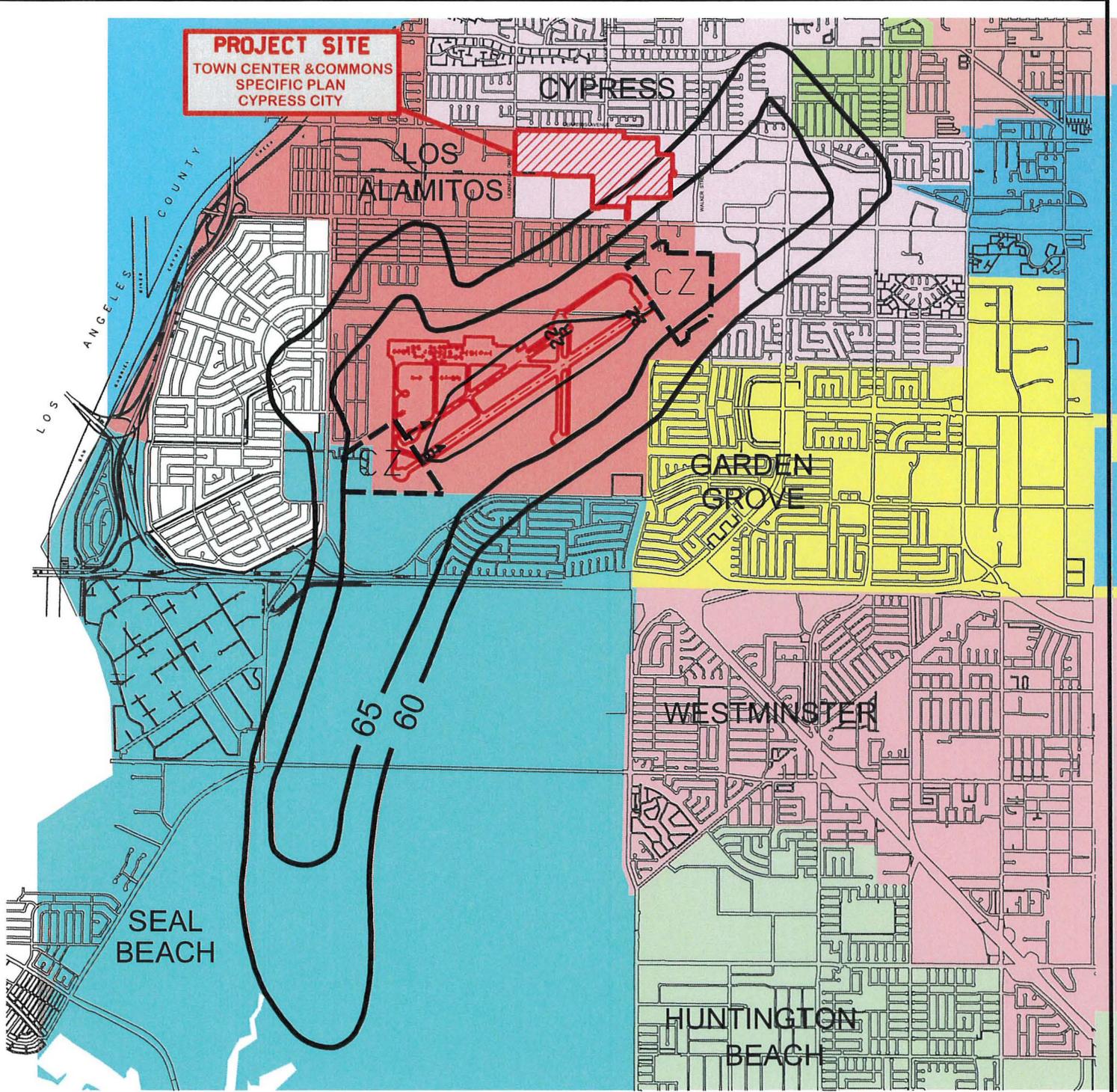
and Use Commission for Orange County

ATTACHMENT 1

Kari Rigoni, Executive

Officer

Date



Note: County Unincorporated areas are shown in white.

Los Alamitos Impact Zones Joint Forces Training Base



- LEGEND**
- 60- CNEL CONTOUR
 - RUNWAY PROTECTION ZONE
 - CITY BOUNDARIES

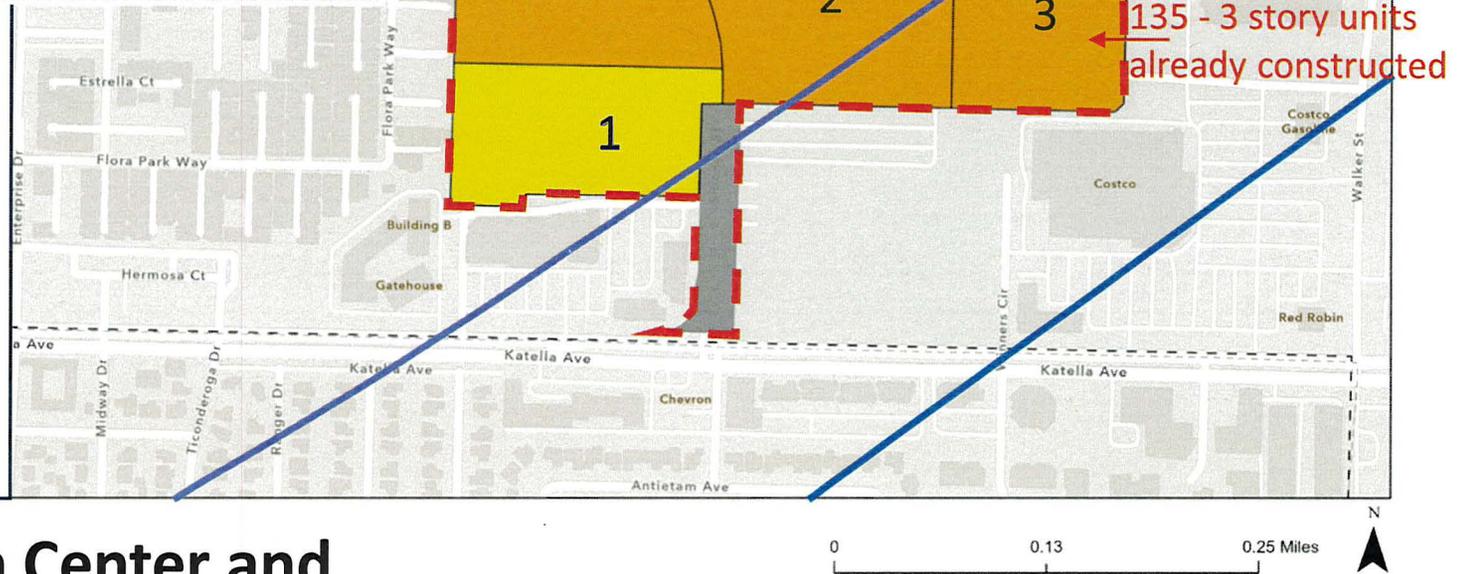
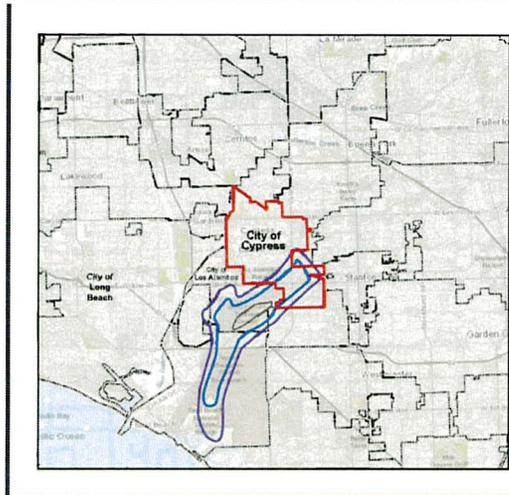
CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

ATTACHMENT 2

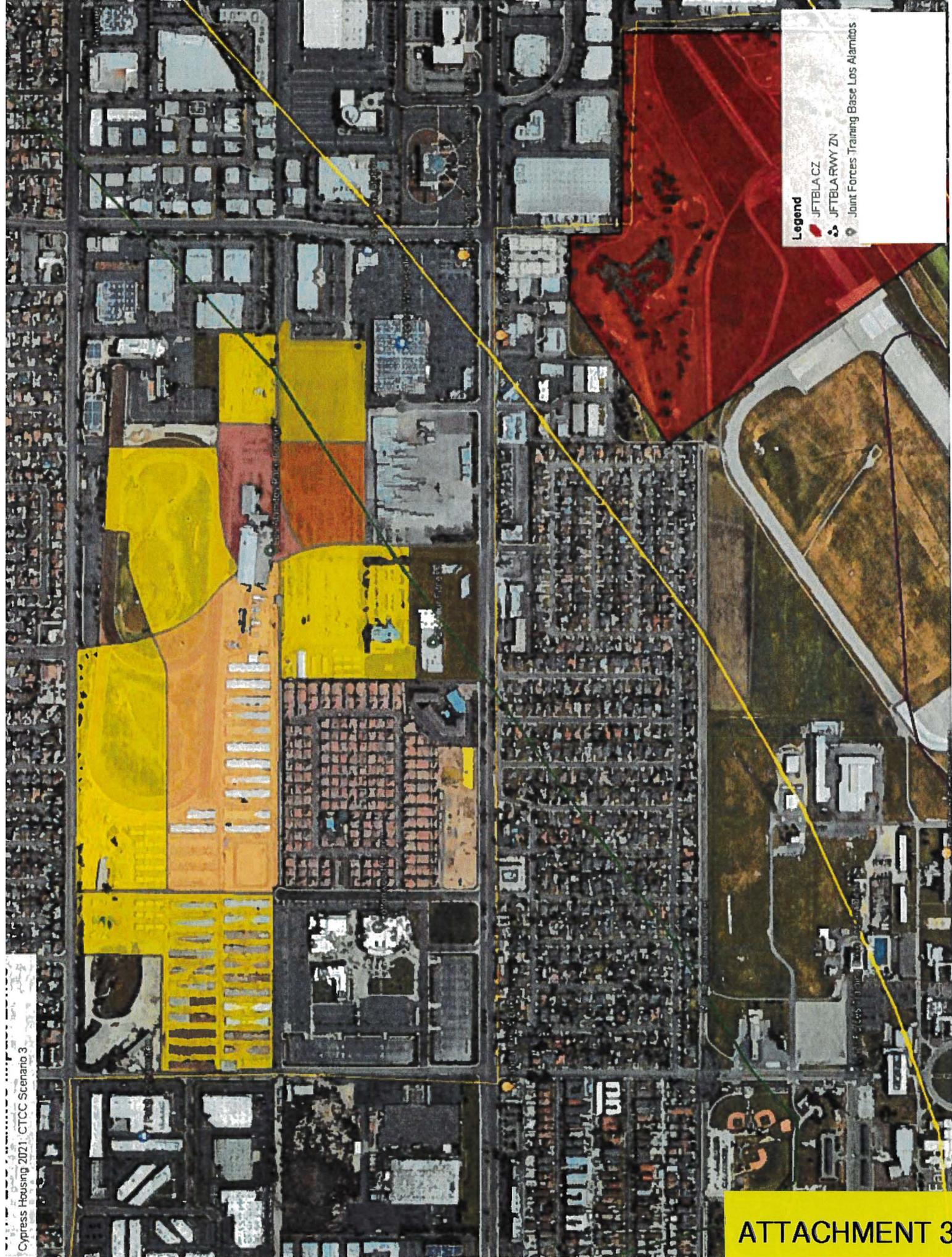
Kari Rigoni, Executive Director _____ Date _____

Lot No	Current Density	Proposed Density	Current Height	Proposed Height
1 (no change)	15 du/ac	15 du/ac	75'	75'
2	20 du/ac	30 du/ac	75'	75'
3 (no change)	18 du/ac	18 du/ac	75'	75'
4	15 du/ac	30 du/ac	75'	75'
5 (no change)	15 du/ac	15 du/ac	75'	75'



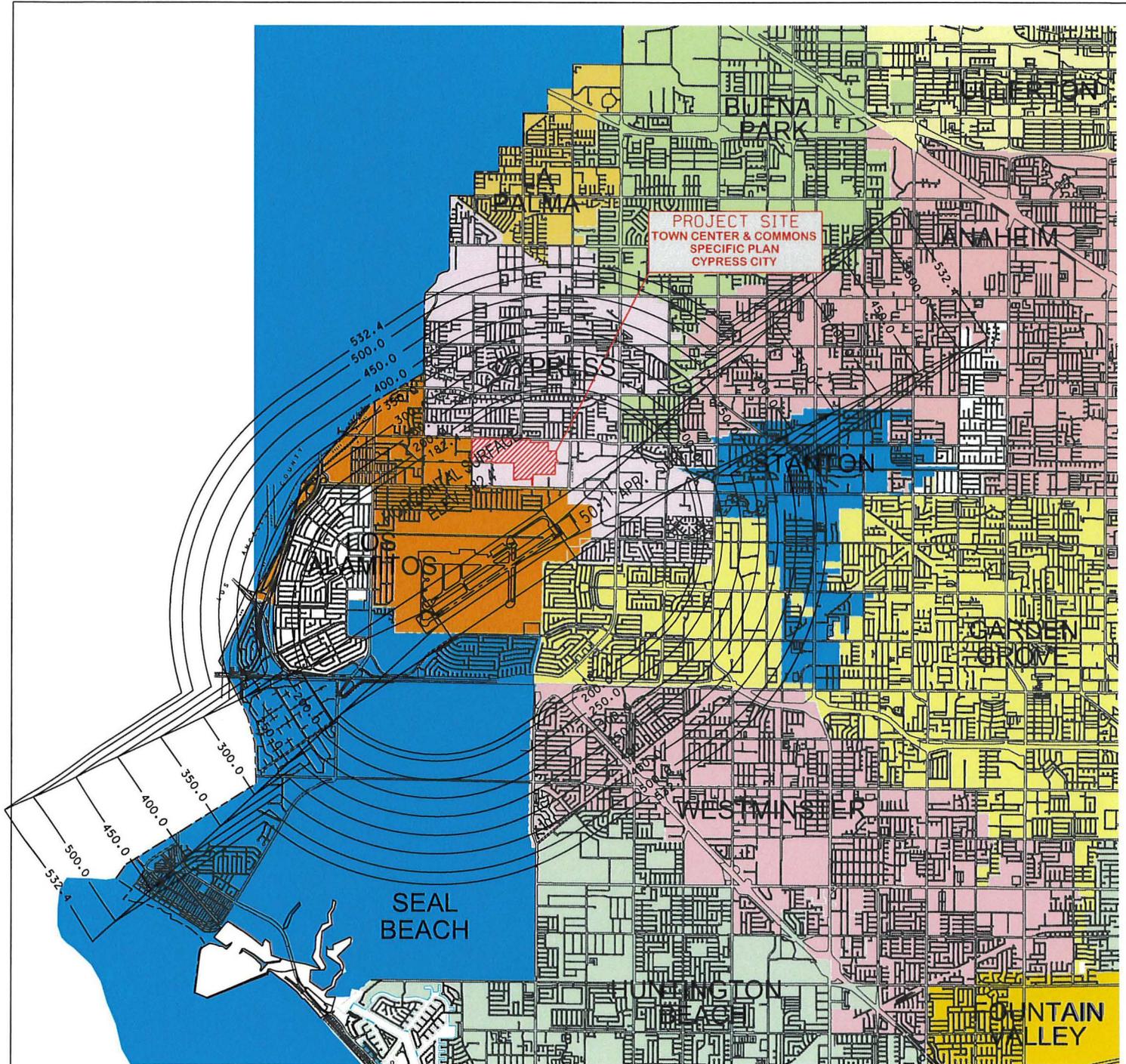
Cypress Town Center and Commons Specific Plan

Figure 2: JTFB Noise Impact Zones



Legend
● JFTBLA CZ
● JFTBLARWY ZN
● Joint Forces Training Base Los Alamitos

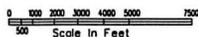
AELUP Height Restriction Zone for JFTB, Los Alamitos



Note: County Unincorporated areas are shown in white.

FAR PART 77

JFTB, Los Alamitos Obstruction Imaginary Surfaces



LEGEND

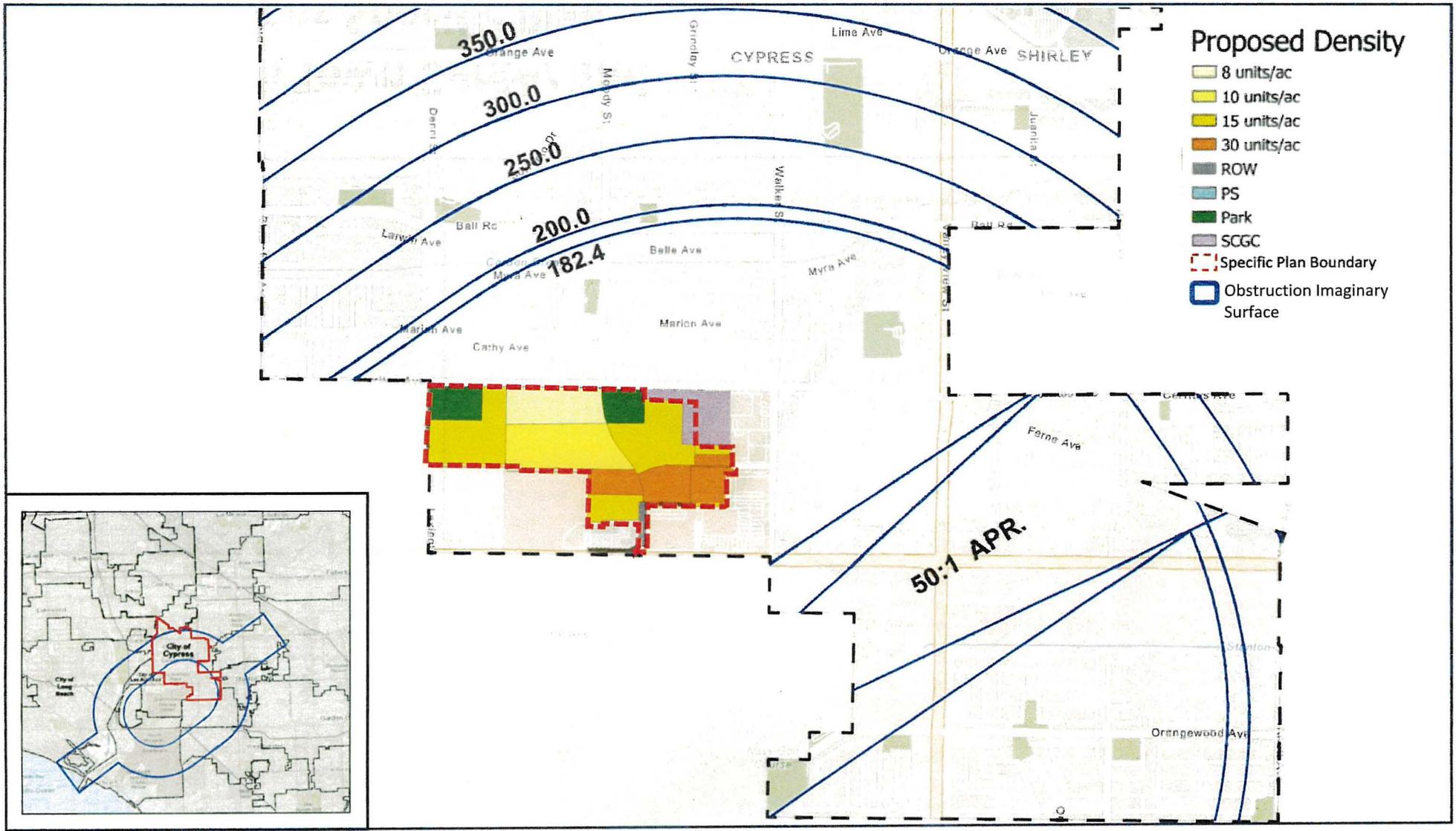
- 20,000' Radius
- CITY BOUNDARIES

CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

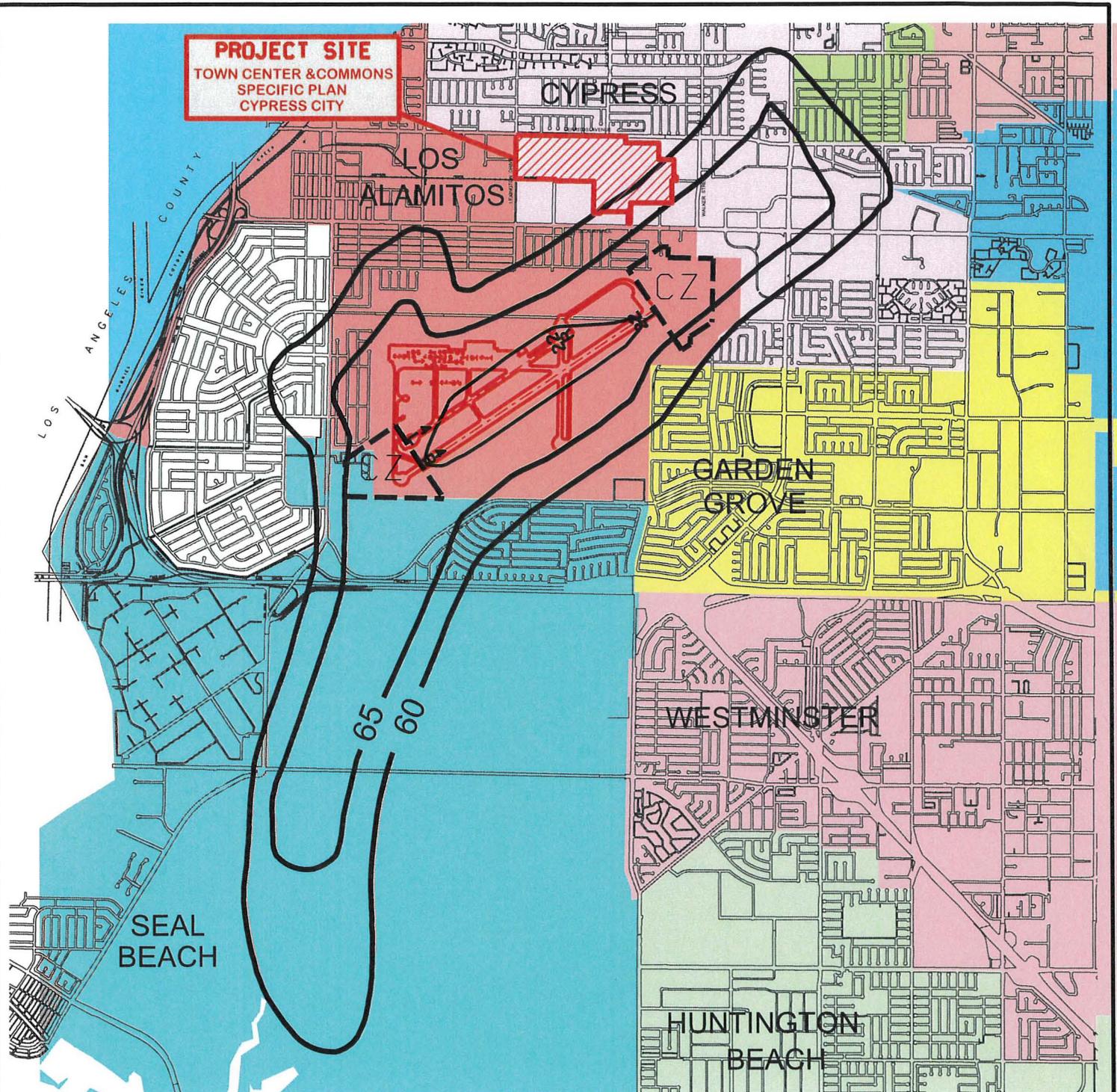
Kari Rigoni Executive Director

ATTACHMENT 4



Cypress Town Center and Commons Specific Plan

Figure 4: Obstruction Imaginary Surfaces



Note: County Unincorporated areas are shown in white.

Los Alamitos Impact Zones Joint Forces Training Base



LEGEND

- 60- CNEL CONTOUR
- RUNWAY PROTECTION ZONE
- CITY BOUNDARIES

CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

Kari Rigoni, Executive

ATTACHMENT 5



Cypress Town Center and Commons Specific Plan

Figure 3: JTFB Airport Safety Zones

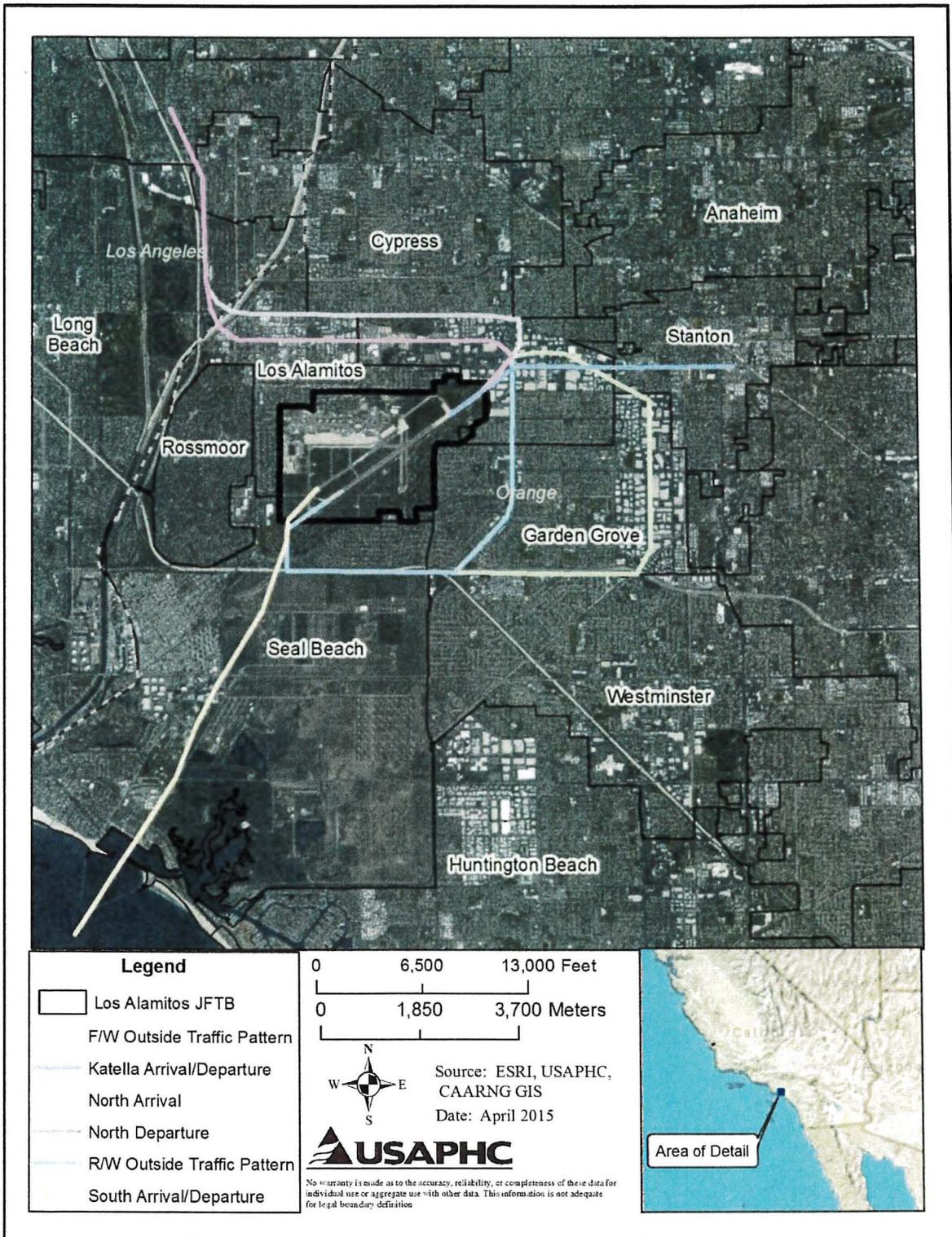


Figure 3-1. JFTB Los Alamitos Flight Routes



CITY of CYPRESS

5275 Orange Avenue, Cypress, California 90630

Phone 714-229-6700

www.cypressca.org

RECEIVED

May 31, 2024

MAY 31 2024

Julie Fitch, Interim Executive Officer
Airport Land Use Commission
3160 Airway Avenue
Costa Mesa, CA 92626

AIRPORT LAND USE COMMISSION

Subject: City of Cypress, Cypress Town Center and Commons - Specific Plan Amendment

Dear Ms. Fitch,

Pursuant to Section 4.3 (Amendments to General Plans and Specific Plans [Zoning]) of the Airport Environs Land Use Plan (AELUP) for Joint Forces Training Base (JFTB) Los Alamitos, the City of Cypress (City) requests that the Airport Land Use Commission (ALUC) review the City's proposed Cypress Town Center and Commons 3.0 Specific Plan amendments at its June 15, 2024 meeting.

The City's 2021-2029 Housing Element was certified by the California Department of Housing and Community Development on September 9, 2022. To accommodate the City's State-mandated Regional Housing Needs Assessment (RHNA), the Housing Element sites inventory allocated an additional 676 housing units within the Cypress Town Center and Commons 2.0 Specific Plan (CTCC) area. The proposed CTCC amendments are necessary to implement the Housing Element sites inventory. The CTCC amendments include:

- Increasing the maximum number of units allowed in the Specific Plan area from 1,250 to 1,926 units.
- Reallocating the Plan Area acreage between districts to expand senior housing, medium density residential, and town center uses.
- Increasing the maximum allowable density to 30 units per acre on approximately 19 acres (Mixed-Use (Town Center/HDR) District).
- Minor changes to development standards to accommodate development at the new densities.
- Exempting residential development meeting affordability requirements from Site Plan Review as required by state law.

No changes in the maximum building height standards are proposed. Additionally, the CTCC amendments do not propose or approve any specific development projects. If you have any questions, please contact me at (714) 229-6720.

Sincerely,
City of Cypress

Alicia Velasco
Planning Director

Enclosures:

1. Completed Submittal Form
2. Proposed Cypress Commons and Town Center Specific Plan 3.0 with strikethrough/underline
3. Figure 1: Proposed CTCC densities within the Notification Area/Planning Area
4. Figure 2: Proposed CTCC densities in relation to noise contours for JFTB
5. Figure 3: Proposed CTCC densities in relation to Airport Safety Zones
6. Figure 4: Proposed CTCC densities in relation to Obstruction Imaginary Surfaces
7. Noise Policies
8. Explanation of consistency with AELUP Standards
9. Maximum Height Regulations

ATTACHMENT 7



CITY OF CYPRESS

**PROPOSED AMENDMENTS
TO THE CYPRESS TOWN CENTER AND COMMONS SPECIFIC PLAN
JUNE 2024**

**ATTACHMENT 1
COMPLETED SUBMITTAL FORM**



AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

SUBMITTAL FORM: GENERAL PLAN • SPECIFIC PLAN • ZONING CODE

1. Name of City or County: City of Cypress, Orange County
2. Contact Information - Name/Title Alicia Velasco, Planning Director
Agency: City of Cypress
Address: 5275 Orange Ave., Cypress CA 90630
Phone/email: 714-229-6720/avelasco@cypressca.org
3. Airport Planning Area(s):
 John Wayne Airport Fullerton Municipal Airport JFTB - Los Alamitos
4. Item being submitted for review (submit each item separately): Specific Plan Amendment
Name of General Plan Element, Specific Plan or Planned Community: Cypress Commons and Town Center 3.0
5. Scheduled date of Planning Commission Public Hearing: N/A
6. Tentative date of City Council/Board of Supervisors Public Hearing: 7/8/2024
7. Requested date of ALUC Review: June 15
(**Complete** submittals must be received by the first day of the month for the next meeting).
8. Does the item submitted propose a change of land use or heights within the airport Notification/Planning Area*? No (skip items # 9-12). Yes (continue below).
9. Does the item propose a change of land use within the 60 CNEL or 65 CNEL noise contours of the airport(s)*? Please attach an exhibit showing location(s) of the proposed new uses in relation to noise contours.
10. Are noise policies or mitigation measures identified in the proposed item or elsewhere in the General Plan? No Yes - Please attach pages with current (and proposed if applicable) noise policies/mitigation measures highlighted.
11. Does the item submitted propose a change of land use within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the airport*? No Yes - Please attach exhibit showing location(s) of proposed uses.
12. Does the item submitted propose a change of land use within the Obstruction Imaginary Surfaces*? No Yes
13. Please indicate current (75 feet) and proposed (75 feet – no change) maximum heights allowed.

SUBMITTAL CHECKLIST: General Plan · Specific Plan · Zoning Code

- Cover letter on City/County letterhead.
- Completed Submittal Form.
- Link to existing <https://www.cypressca.org/home/showpublisheddocument/9683/637363679477400000> and proposed https://netorgft798808-my.sharepoint.com/:b:/g/personal/lvanderneut_annealtagroup_com/Eel2JMgGzFhHrqn6aNVGz-AB2ksXdgLT5BLptQtb9kbQMg?e=2PfJxO General Plan Element, Specific Plan or Zoning Code for this submittal.
- Attachment showing proposed changes to General Plan Element, Specific Plan or Zoning Code Section(s) with strikethrough/underline.
- Exhibit showing location(s) of proposed new uses within the Notification Area/Planning Area for airport(s).
- Exhibit showing location(s) of proposed new uses in relation to noise contours for airport(s).
- Exhibit showing location(s) of proposed new uses in relation to Airport Safety Zones.
- Exhibit showing location(s) of proposed new uses in relation to the Obstruction Imaginary Surfaces.
- Attachment showing current and proposed noise policies/mitigation measures.
- Explanation of how the General Plan, Specific Plan, or Zoning Code address the AELUP standards for noise impact, safety compatibility, and height restriction zones.
Click or tap here to enter text.
- Describe height and density changes in cover letter and attach pages of General Plan, Specific Plan and/or Zoning Code where maximum heights are specified.

*For airport planning/notification areas, noise contours, safety zones and obstruction imaginary surfaces see Appendix D of the applicable Airport Environs Land Use Plan (AELUP) at: <https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/>

Noise sensitive uses include but are not limited to community facilities such as: churches, libraries, schools, preschools, day-care centers, hospitals, and nursing/convalescent homes.

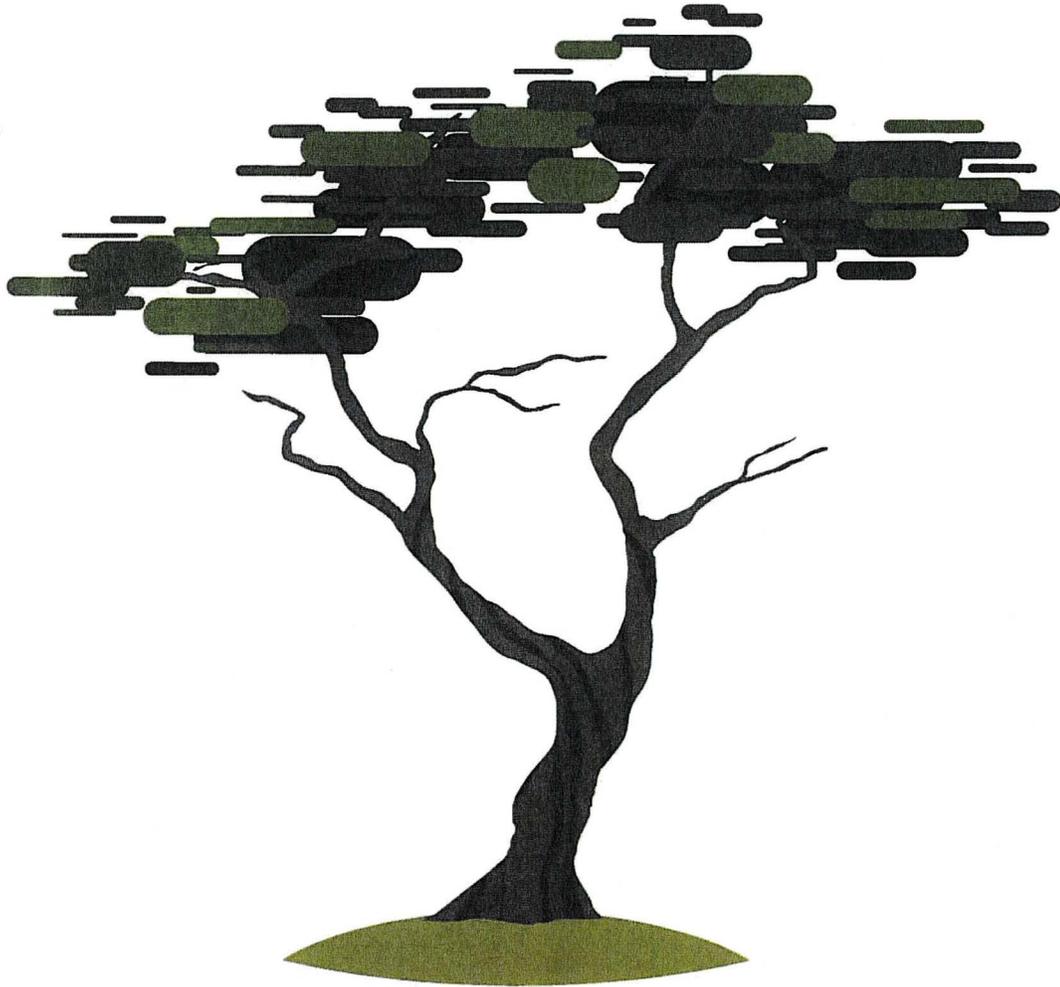
*Mail or Email Submittal Form, Checklist and attachments to: Airport Land Use Commission for Orange County,
Attn: Executive Officer, 3160 Airway Avenue, Costa Mesa, CA 92626 / Phone: (949) 252-5170
ALUCinfo@ocair.com*



CITY OF CYPRESS

**PROPOSED AMENDMENTS
TO THE CYPRESS TOWN CENTER AND COMMONS SPECIFIC PLAN
JUNE 2024**

**ATTACHMENT 2
PROPOSED AMENDMENTS (additions in bold underline, changes in bold
strikethrough)**



**CYPRESS TOWN CENTER
AND COMMONS
SPECIFIC PLAN 2.0 3.0**

December 2017 July 2024

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1 INTRODUCTION

1.1 Overview and Vision

The Cypress Town Center and Commons Specific Plan 2.0 (Specific Plan) establishes a comprehensive master plan and regulatory framework for the use and development of approximately 15~~1~~.4 acres of land in the City of Cypress (City), California (Specific Plan Area). The Specific Plan Area is generally bounded by Cerritos Avenue to the north, Katella Avenue to the south, and Lexington Drive to the west, as depicted in Figures 1-1, Regional Map, and 1-2, Vicinity Map.

This Specific Plan divides the Specific Plan Area into six land use districts that will govern the design and development of a mixed-use, sustainable community. One of the primary features of the plan ~~is two~~ is the town center/~~mixed-use~~ districts, which ~~is~~ are intended to be the City's "main street" and a gathering place for the community, and will include a vibrant mix of entertainment, retail, restaurant, commercial and residential uses. The creation of the town center will enable future residents to live within walking distance of stores, restaurants, and recreational areas, while visitors will be able to walk and shop along the concourses and enjoy an assortment of public plazas. ~~The two districts are located in the eastern and southern portions of the Specific Plan Area. The mixed-use (town center/HDR) district permits higher-density residential use, while the mixed-use (town center/MDR) district permits medium-density residential use, as well as age-restricted housing (with a qualified occupant of 55 or older).~~

Another critical component of this Specific Plan is 20 acres of public park space that will be spread throughout the Specific Plan Area. Two public parks, one ~~10.29~~ acres and the other 8 acres, will be located within the public park district, adjacent to Cerritos Avenue. An additional ~~three~~two acres of public park space will be provided within the ~~mixed-use (town center/HDR)~~ district and/or one of the other districts and may be integrated with one or both of the other public parks or be a separate public park. This brings the total amount of public park space to a minimum of 20 acres, which will provide substantial recreational opportunities for both existing and future residents of Cypress. These public parks will provide ample space for recreation and gatherings and could potentially include some combination of playing fields, sports courts, walking trails, picnic areas and restroom facilities.

The residential district is intended to accommodate a variety of residential opportunities and lifestyles. Residential units adjacent to Cerritos Avenue will generally match the densities of the existing neighborhood north of Cerritos Avenue. Further south, smaller-lot, single-family homes are permitted, as well as single-family attached units, including townhomes and condominiums. Trails and greenways are envisioned to connect the neighborhoods and provide pedestrian and bike routes to the public parks and town center.

The senior housing/medium-density residential district allows age-restricted housing (with a qualified occupant of 55 or older), as well as multi-family housing, at a variety of densities. This district provides an opportunity to extend the senior housing use that was ~~developed~~approved as part of the nearby Barton Place project (now known as Ovation at Flora Park).

~~Two mixed-use districts are proposed within the Specific Plan Area. West of the town center district is a mixed-use district that permits an expansion of the town center, as well as medium-density residential and senior housing. A second mixed-use district is located north of the town center district and permits an expansion of the town center, as well as single-family and medium-density residential uses.~~

This Specific Plan provides a regulatory framework that ensures the ultimate development of each land use district that is consistent with the overall vision of the Specific Plan.

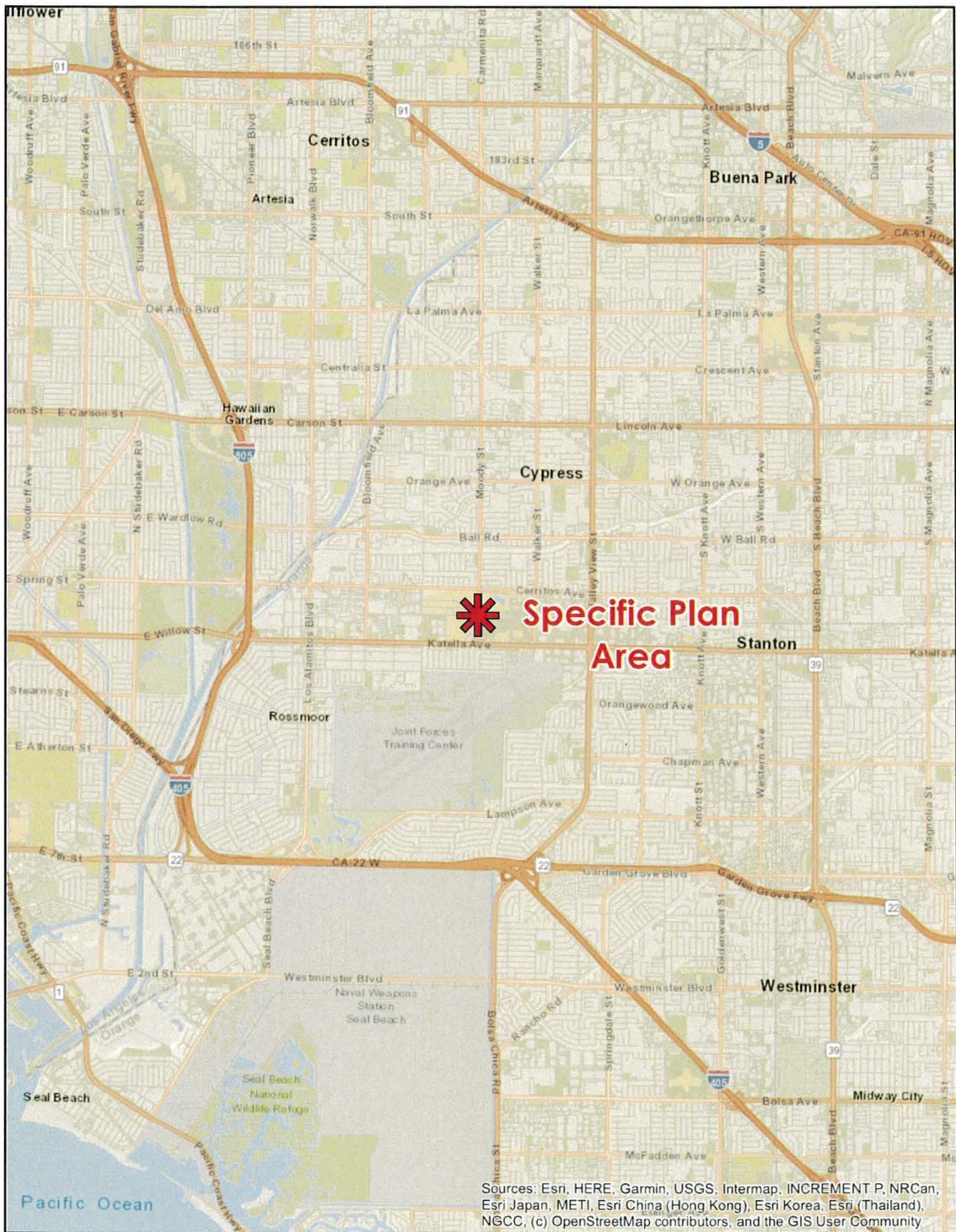


Figure 1-1

CYPRESS TOWN CENTER AND COMMONS
SPECIFIC PLAN 3.0

Regional Map

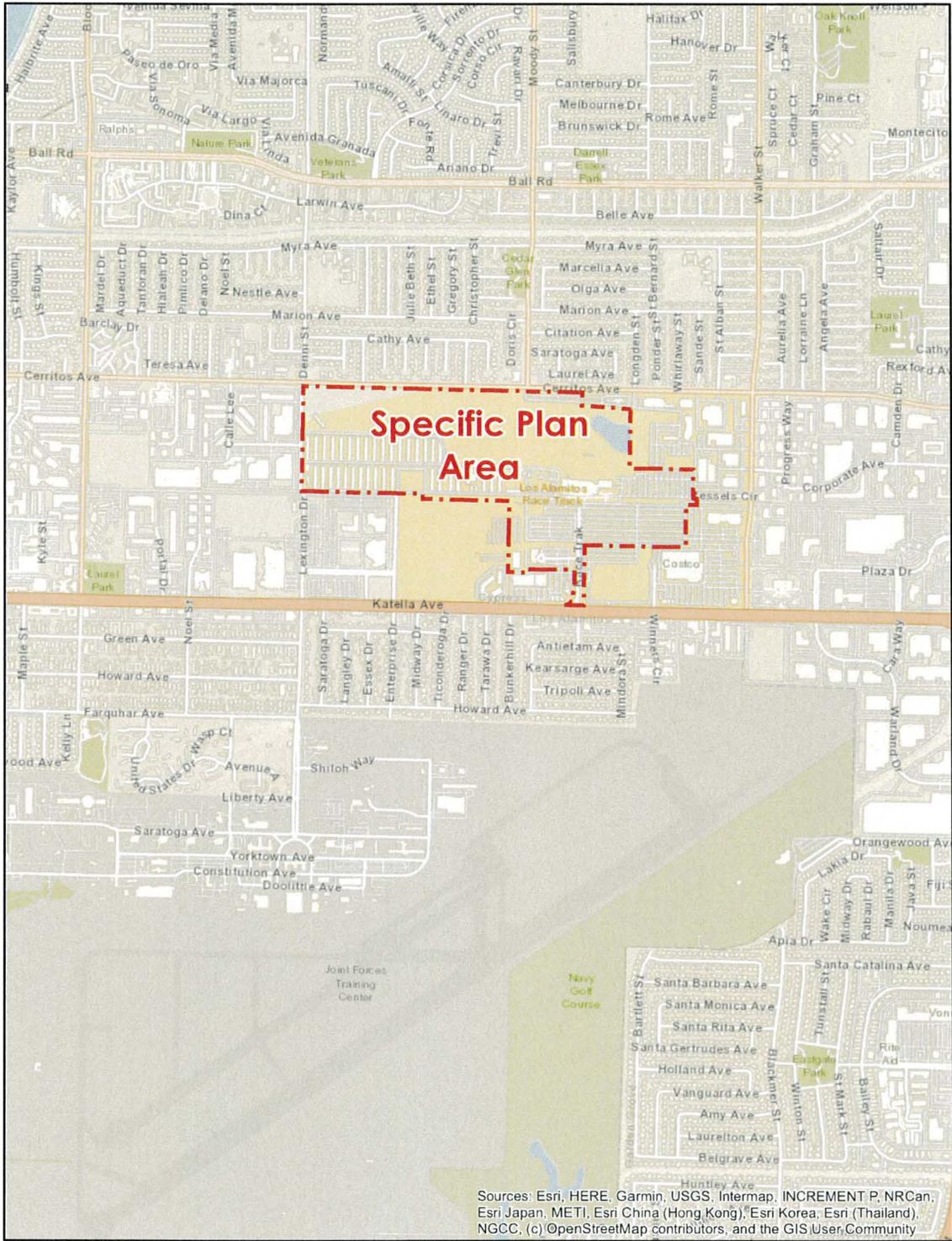
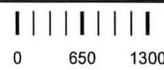


Figure 1-2

CYPRESS TOWN CENTER AND COMMONS
SPECIFIC PLAN 3.0

Vicinity Map



May 2024

2 DEVELOPMENT PLAN

The Section establishes and describes the land use districts within the Specific Plan Area and provides a blueprint for the infrastructure necessary for the implementation of this Specific Plan.

2.1 Land Use Plan and Districts

This Specific Plan establishes six Land Use Districts within the ~~154.4~~^{151.4}-acre Specific Plan Area, as shown on Figure 2-1, Land Use Plan, below. The centerpiece of the land use plan ~~is a~~ ^{is the} ~~Mixed-Use (Town Center/HDR) and Mixed-Use (Town Center/MDR) Districts located in the eastern and southern portions of the Specific Plan Area and that~~ will allow a vibrant mix of retail, entertainment, restaurant, hotel, residential and other urban uses that will serve as a gathering place and "main street" for the community. ~~The two districts are located in the eastern and southern portions of the Specific Plan Area. The Mixed-Use (Town Center/HDR) District permits higher-density residential use with a maximum density of 30 dwelling units/gross acre, while the Mixed-Use (Town Center/MDR) District permits medium-density residential use with a maximum density of 15 dwelling units/gross acre, as well as age-restricted housing (with a qualified occupant of 55 or older) in a portion of that district.~~

The land use plan also includes a Public Park District that sets aside ~~18.2~~¹⁷ acres of land exclusively for two public parks, which will be large enough to provide a variety of passive and active recreational uses. The park amenities will be easily accessible to Cypress residents and future visitors and residents of the Specific Plan Area. As discussed below, an additional ~~32~~ acres of public park will be, ~~or have been~~, provided in one or more of the other Land Use Districts, for a total of ~~approximately~~ 20 acres of public parks.

The north-central portion of the Specific Plan Area has been designated as a Residential District, which is reserved for residential uses with a variety of housing opportunities to address a cross-section of housing needs in the community, primarily single-family homes, both detached and attached. Greenways and trails will connect the neighborhoods to the town center and the parks in the Public Park District to allow for easy pedestrian and bicycle access to these destinations.

The western portion of the Specific Plan area adjacent to the western Public Park District has been designated as a Senior Housing/Medium-Density Residential District, which is reserved for senior housing and/or medium-density residential uses. The senior housing will be age-restricted and related uses, such as assisted living facilities, are permitted. Medium-density residential uses (which are not age-restricted) are also permitted.

~~In addition, the Land Use Plan includes two Mixed-Use Districts. West of the Town Center District is a Mixed-Use (Town Center/MDR) District, which has a flexible land use designation that can accommodate either an expansion of the town center (if demand for additional town center uses exists in the future) and/or the development of a medium-density residential and/or senior housing neighborhood. North of the Town Center District is the Mixed-Use (Town Center/SFR/MDR) District, which permits future expansion of the town center and/or the development of single-family detached, single-family attached and/or medium-density residential uses.~~

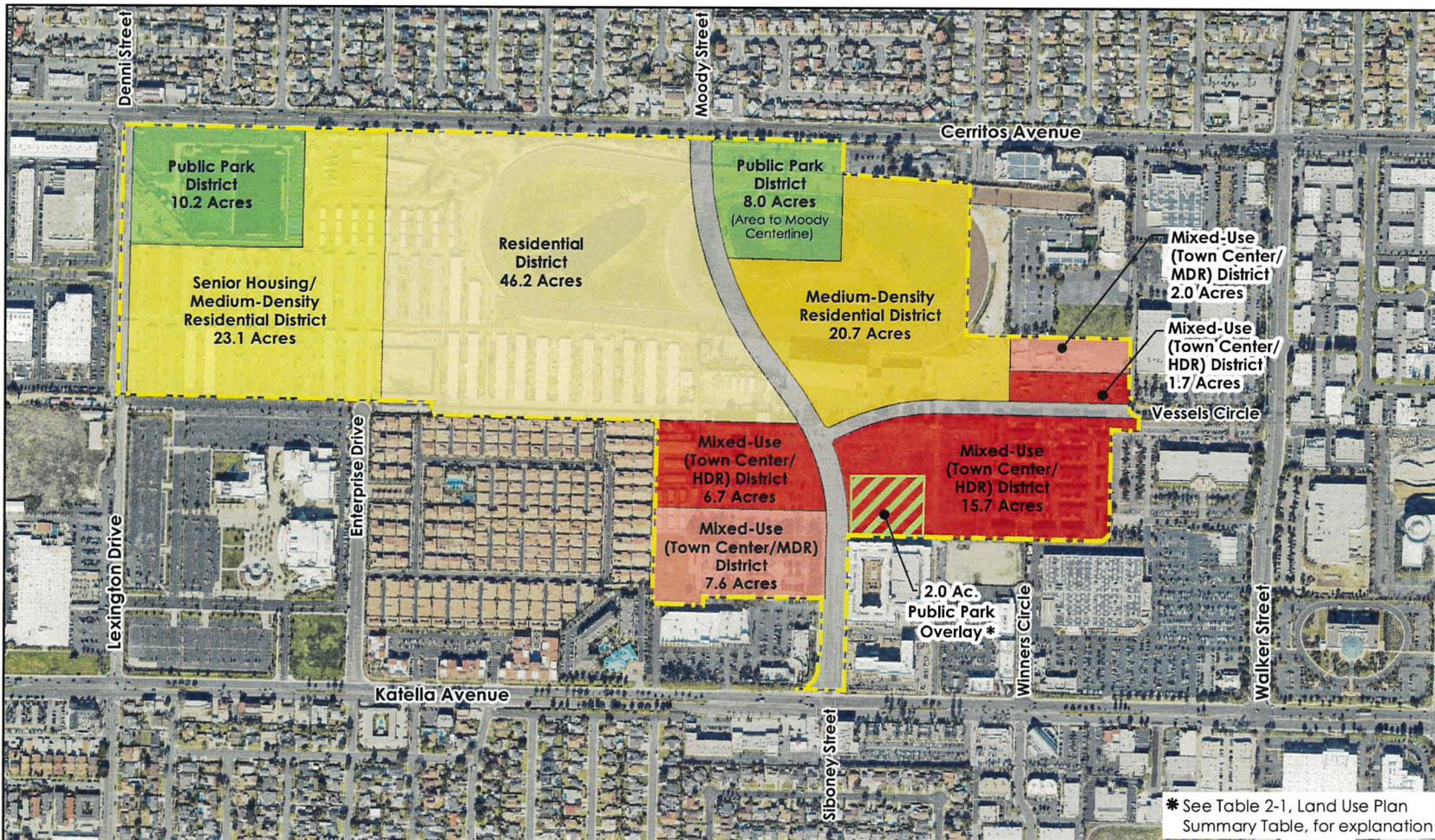
These Land Use Districts and the location, distribution and extent and intensity of essential facilities to be located within and support the Specific Plan Area are described in more detail below and summarized in Table 2-1, below.

Table 2-1
Land Use Plan Summary Table

Land Use District	Area (Acres)	FAR ⁽¹⁾	Residential Units	Potential Development Capacity (sq. ft.)
Public Park	18.2⁽²⁾	N/A	N/A	N/A
Town Center Mixed-Use (Town Center/HDR)	17.524.1	0.6:1	250	457,380 629,878
Public Park	17.0⁽²⁾	N/A	N/A	N/A
Mixed-Use (Town Center/MDR)	9.5	0.6:1		248,292
Residential	73.646.2	N/A	1,000-1,926 (aggregate total for Residential, Senior Housing/Medium-Density Residential, Medium-Density Residential and Mixed-Use Districts)	N/A
Senior Housing/Medium-Density Residential	24.123.1	N/A		N/A
Mixed-Use (Town Center/MDR)	15.0	0.6:1		392,040
Mixed-Use (Town Center/SFR/MDR) Medium-Density Residential	4.220.7	0.6:1		109,771
Roads	3.09.6	N/A	N/A	N/A
Total:	154.4151.4		1,2501,926⁽³⁾	959,191879,170

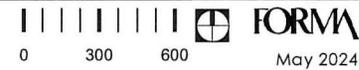
Note:

- (1) [This development restriction on floor area ratio \(FAR\) does not apply to residential development or the residential component of a mixed-use development. The maximum floor area ratio \(FAR\) allowed on any development parcel is 1.0:1.](#)
- (2) [The minimum amount of public park space within the Specific Plan Area shall be 20 acres. In addition to the 18.217 acres of public park space within the Public Park District, a 23-acre public park has been designated as a land use overlay within the Mixed-Use \(Town Center/HDR\) District, provided that this additional required public park space may be located \(a\) in any Land Use District or multiple Land Use Districts and \(b\) adjacent to one or both of the Public Park Districts in order to increase the size of the public parks that will be developed there.](#)
- (3) [The aggregate total of 1,926 residential units includes the 135 residential units previously developed as the Melia Project. Therefore, an additional 1,791 residential units are allowed in these districts that permit residential uses.](#)



**CYPRESS TOWN CENTER AND COMMONS
SPECIFIC PLAN 3.0**

Figure 2-1
Land Use Plan



2.1.1 Mixed-Use (Town Center/HDR) District

The Mixed-Use (Town Center/HDR) District is a flexible land use district that includes approximately 17.524.1 acres of land and permits a mixture of retail and entertainment uses, as well as hotel, multi-family residential uses and commercial uses, to create a "main street" and gathering place for the community and provide additional housing for the community with a maximum density of 30 dwelling units/acre. Specific uses envisioned for the town center portion of the district include restaurants, movie theaters and boutique stores designed within a pedestrian-friendly environment. ~~It is anticipated that development of the town center could proceed while the Race Course remains in operation.~~

2.1.2 Mixed-Use (Town Center/MDR) District

The Mixed-Use (Town Center/MDR) District includes approximately 9.5 acres of land and permits a mixture of retail and entertainment uses, as well as hotel, multi-family residential uses and commercial uses, to create a "main street" and gathering place for the community and provide additional housing for the community with a maximum density of 15 dwelling units/acre. Specific uses envisioned for the town center portion of the district include restaurants, movie theaters and boutique stores designed within a pedestrian-friendly environment.

2.1.2.1.3 Public Park District

The Public Park District includes approximately 18.7 acres of land located in two parcels in the northern portion of the Specific Plan Area. As described in Chapter 3, the only uses permitted in the Public Park District are public parks and related and supporting improvements, facilities and roadways.

It is anticipated that these public parks will provide areas for recreation, gatherings and reflection for Cypress residents. The park amenities could potentially include some combination of playing fields, sports courts, tot-lots, walking trails, picnic areas and restroom facilities.

The western Public Park District includes approximately 9.10 acres of land and is located at the southeastern corner of Cerritos Avenue and Lexington Drive, adjacent to the Senior Housing/Medium-Density Residential District. ~~It is anticipated to be has recently been developed as Lexington Park with a public park in the first phase of development and prior to the closure of the Race Course~~ (other than approximately 1.12 acres in the southwestern corner of the western Public Park District on which a maintenance yard for the Race Course is currently operated). The central Public Park District is approximately 8 acres in size and is located at the Cerritos Avenue/Moody Street intersection, adjacent to the Residential District, a convenient location for existing residents north of Cerritos Avenue and future residents of the Residential District.

The Specific Plan Area will include a minimum of 20 acres of public park space. In addition to two Public Park District parcels, which include 18.217 acres of land, a 23-acre public park overlay ~~has been was~~ designated within a portion of the Mixed-Use (Town Center/HDR) District, provided that this additional public park space may be located in any Land Use District(s) and may be located adjacent to one or both of the Public Park Districts in order to increase the size of the public parks that will be developed there. The precise location(s) of these 23 additional acres of public park will be determined based on the development projects proposed in the Specific Plan Area. Parks will be a permitted land use in all of the Land Use Districts.

2.1.32.1.4 Residential District

The Residential District includes approximately 46,273.6 acres of land and is intended to accommodate a variety of single-family residential opportunities. In addition to the residential units, trails and greenways are envisioned to connect the neighborhoods and provide pedestrian and bike routes to the central public park and town center. The Residential District is divided into two subdistricts, which are depicted on Figure 2-2, Residential Subdistricts.

1. Single-Family Detached Subdistrict

The Single-Family Detached Subdistrict is approximately 19,045.3 acres in size and allows the development of single-family homes in the area located just south of Cerritos Avenue. A mixture of lot sizes is permitted to respond to a variety of residential needs. The residential lots located within 100 feet of Cerritos Avenue will have a minimum lot size of 6,000 square feet.

2. Single-Family Attached Subdistrict

The Single-Family Attached Subdistrict is an approximate 27,228.3-acre parcel and permits the development of attached residential housing to accommodate a variety of lifestyles, as well as related recreational and open space amenities. The types of permitted residential units include townhomes, compact residential lots and other attached homes.

2.1.42.1.5 Senior Housing/Medium-Density Residential District

The Senior Housing/Medium-Density Residential District is approximately 24,123.1 acres in size and is located adjacent to the western Public Park District. This District provides an opportunity to extend the senior housing use that was approved as part of the Barton Place project (now known as Ovation at Flora Park), which has been developed~~will be located~~ at the northeast corner of Katella Avenue and Enterprise Drive. If developed as senior housing, residential uses could include single-family detached and/or attached units, as well as condominiums, and for-sale and rental multi-family units. The District also permits medium-density residential uses, including attached homes, condominiums, and for-sale and rental multi-family units.

2.1.52.1.6 Mixed-Use (Town Center/MDR)Medium-Density Residential District

The Mixed-Use (Town Center/MDR)Medium-Density Residential District is a flexible land use district of approximately 15,020.7 acres in size that allows ~~the potential expansion of the uses allowed in the Town Center District and/or~~ medium-density residential ~~and/or senior housing~~ uses. It is anticipated that no development will occur within the Mixed-Use (Town Center/MDR) District until the Race Course ceases operation, ~~after which time an appropriate mix of uses will be determined.~~



Figure 2-2

CYPRESS TOWN CENTER AND COMMONS
SPECIFIC PLAN 3.0

Residential Subdistricts



2.1.6 ~~Mixed-Use (Town-Center/SFR/MDR)~~

~~The Mixed-Use (Town-Center/SFR/MDR) District is approximately 4.2 acres in size and is a flexible land use district that allows the potential expansion of the uses allowed in the Town-Center District and/or the development of single-family detached, single-family attached or medium-density residential uses. It is anticipated that no development will occur within the Mixed-Use (Town-Center/SFR/MDR) District until the Race Course ceases operation, after which time an appropriate mix of uses will be determined.~~

2.2 Circulation Plan

Primary access to the Specific Plan Area will be from Katella Avenue, which is designated as a Major Arterial in the Circulation Element of the General Plan, Cerritos Avenue, which is designated as a Primary Arterial in the Circulation Element, and the extension of Vessels Circle. Additional access to the site will be provided from Lexington Drive and Enterprise Drive.

The backbone circulation for the Specific Plan Area has been designed to accommodate the contemplated development under this Specific Plan and is depicted on Figure 2-3. The backbone circulation improvements include the extension of Moody Street south of Cerritos Avenue ~~to Siboney Street~~, the extension of Vessels Circle to the west ~~to intersect with the Moody Street extension, the extension of Siboney Street north of Katella Avenue~~, and the required future widening of Lexington Drive adjacent to the Specific Plan Area.

2.2.1 General Provisions

1. No development shall be permitted on parcels without improved street access. For purposes of this standard, a street is a maintained public street or alley or a private street subject to the approval of the City Engineer.
2. Portions of any lot within any future right-of-way required under the Circulation Element of the City's General Plan or in this Specific Plan shall not be occupied by structures, other than those encroachments normally permitted in rights-of-way. All other required setbacks, yards and open spaces shall be calculated on the basis of the establishment of the future rights-of-ways, and future right-of-way lines shall be considered to be lot lines for purposes of determining such setbacks, yards and open spaces.
3. Installation of curbs, gutters, sidewalks, streets and alley paving, street lighting and street trees shall be subject to the provisions of the City of Cypress Standard Plans and this Specific Plan.
4. All street names within the Specific Plan Area shall be approved, and changed if necessary, by the City Engineer.
5. No structures shall be constructed over existing pipeline, power line, drainage, transmission line or other similar easements, except where such easement has been abandoned or vacated or the grantee of such easement has consented to such structural encroachment.
6. Notwithstanding anything to the contrary in this Specific Plan, prior to the issuance of the first certificate of occupancy with respect to residential development in the Senior Housing/Medium-Density Residential District, the applicable developer shall construct the required half-width roadway improvements adjacent to the western boundary of the Senior Housing/Medium-Density Residential District to widen Lexington Drive.
7. Bus turnouts and passenger waiting areas shall be provided at bus stops as determined necessary by the City Engineer.
8. Internal streets within the Specific Plan Area may be public or private.

2.2.6 Land Use District Access

1. Mixed-Use (Town Center/HDR) District

Access to the Mixed-Use (Town Center/HDR) District will be from ~~the extension of Moody/Siboney Street, as extended to the south (from Cerritos Avenue), (from Katella Avenue) and Vessels Circle, as extended to the west (from Walker Street) and Siboney Street (from Katella Avenue).~~

2. Mixed-Use (Town Center/MDR) District

Access to the Mixed-Use (Town Center/MDR) District will be from Moody Street, as extended to the south (from Cerritos Avenue), Vessels Circle, as extended to the west (from Walker Street), and Siboney Street (from Katella Avenue).

23. Public Park District

Access to the western portion of the Public Park District will be from Lexington Drive and/or Cerritos Avenue. Access to the central portion of the Public Park District will be from the extension of Moody Street and/or Cerritos Avenue.

34. Residential District

Access to the Single-Family Detached Subdistrict will be from Cerritos Avenue and the extension of Moody Street. However, single-family residences shall front on local streets (private or public) within the Specific Plan Area and not on offsite public roads.

Access for the Single-Family Attached Subdistrict will be from the extension of Moody Street (from Cerritos Avenue) and ~~the extension of Siboney Street (from Katella Avenue)~~ and may be from Enterprise Drive.

45. Senior Housing/Medium-Density Residential District

Access to the Senior Housing/Medium-Density Residential District will be from Lexington Drive and/or Cerritos Avenue.

~~5. Mixed-Use (Town Center/MDR) District~~

~~Access to the Mixed-Use (Town Center/MDR) District will be from the extension of Siboney Street (from Katella Avenue) and the extension of Vessels Circle (from Walker Street).~~

~~6. Mixed-Use (Town Center/SFR/MDR) District~~

~~Access to the Mixed-Use (Town Center/SFR/MDR) District will be from the extension of Vessels Circle (from Walker Street).~~

2.3 Water Plan

An extensive network of water lines currently serves the Specific Plan Area and adjacent properties. Golden State Water Company is the water purveyor. There are existing water lines within Lexington Drive, Cerritos Avenue, and Katella Avenue, as depicted on Figure 2-4 (Water Plan), that currently serve, and would continue to serve, the Specific Plan Area. Golden State Water Company has indicated that these existing lines are adequate for the proposed uses within the Specific Plan Area.

Precise water system requirements will be determined as development projects are proposed within the Specific Plan Area as part of the site plan review process and, where applicable, the subdivision map process. Water mains will be dedicated to the water company after construction and acceptance.

3.2.3 Development Standards

See Table 3-1 below.

**Table 3-1
RESIDENTIAL DEVELOPMENT STANDARDS**

	Single-Family Detached - Lots within 100 Feet of Cerritos Avenue Right of Way	Single-Family Detached - Lots More than 100 Feet from Cerritos Avenue Right of Way	Single-Family Attached
Minimum Parcel Size	6,000 square feet	3,600 square feet	5,000 square feet
Maximum Allowable Density	5 dwelling units/gross acre ^(B1)	8 dwelling units/gross acre ^(B1)	10 dwelling units/gross acre
Minimum Parcel Width	50 feet	30 feet	50 feet
Minimum Parcel Depth	90 feet	40 feet	60 feet
Maximum Structure Height ⁽¹⁾	35 feet and 2 stories	35 feet and 2 stories	35 feet and 3 2 stories
Setbacks⁽²⁾			
Minimum Front Setback, Single-Story ⁽³⁾	20 feet	10 feet	10 feet from edge of private driveway
Minimum Front Setback, Second-Story	25 feet	10 feet	10 feet from edge of private driveway
Minimum Interior Side Setback, Single-Story	5 feet ⁽⁴⁾	No minimum	0 feet on one side, shall maintain compliance with minimum distance between structures
Minimum Interior Side Setback, Second-Story	10 feet ⁽⁴⁾	5 feet	0 feet on one side, shall maintain compliance with minimum distance between structures
Minimum Street Side Setback, Single-Story	10 feet	10 feet	10 feet
Minimum Street Side Setback, Second-Story	15 feet	10 feet	10 feet
Minimum Rear Setback	10 feet	10 feet	10 feet
Maximum Lot Coverage, Single-Story Structure	60%	60%, excluding common private drives	60%, excluding common private drives
Maximum Lot Coverage, Two-Story Structure	40%	40%, excluding common private drives	50%, excluding common private drives
Minimum Dwelling Unit Size	1,100 square feet	1,100 square feet	1,000 square feet
Minimum distance between structures on the same parcel, where neither structure exceeds 15 feet in height	10 feet	10 feet	10 feet

3.2.4 Maximum Number of Residential Units

The Residential Development Standards in Table 3-1 include the maximum residential densities in each of the subdistricts that comprise the Residential District. The development standards set forth in Section 3.3.4, below, include the maximum residential density for higher-density residential housing in the Mixed-Use (Town Center/HDR) District. The development standards set forth in Section 3.4.7, below, include the maximum residential density for medium-density residential housing in the Senior Housing/Medium-Density Residential District, ~~as well as the maximum residential density for medium-density residential housing in the Mixed-Use (Town Center/MDR) District and the Mixed-Use (Town Center/SFR/MDR) Medium-Density Residential District (collectively, the Mixed-Use MDR Districts).~~ The development standards set forth in Section 3.4.6, below, include the maximum residential density for senior housing in the Senior Housing/Medium-Density Residential District. Based on these densities, more than ~~1,000~~ 1,926 residential units could be developed within the Residential District, ~~the Senior Housing/Medium-Density Residential District and the Mixed-Use MDR Districts, (which includes the senior housing density allowed in the Senior Housing/Medium-Density Residential District) and the Mixed-Use (Town Center/HDR) District.~~ While these densities effectively limit the number of residential units in ~~those districts Residential District, the Senior Housing/Medium-Density Residential District and the Mixed-Use Districts,~~ the total number of residential units in the Residential District, ~~the Senior Housing/Medium-Density Residential MDR Districts and the Mixed-Use (Town Center/HDR) Districts~~ shall not exceed 1,000,926 units.

3.2.5 Relationship to the Zoning Ordinance

1. Single-Family Detached Subdistrict

Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, sign requirements, landscaping and tree removal) with respect to residential and related uses allowed within the Single-Family Detached Subdistrict in accordance with this Section 3.2 that are different from what would otherwise be allowed on property within the RS-6000 or other zoning district pursuant to the Cypress Zoning Ordinance (Zoning Ordinance), this Specific Plan shall prevail over and supersede those applicable provisions in the Zoning Ordinance. Where no such conflict exists, the requirements in the Zoning Ordinance with respect to the RS-6000 zoning district shall apply. The uses described in Sections 3.2.1.1 and 3.2.2.1, above, shall have the meanings, if any, set forth for them in the Zoning Ordinance as of the effective date of this Specific Plan.

2. Single-Family Attached Subdistrict

Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, sign requirements, landscaping and tree removal) with respect to residential and related uses allowed within the Single-Family Attached Subdistrict in accordance with this Section 3.2 that are different from what would otherwise be allowed on property within the RS-5000 or other zoning district pursuant to the Zoning Ordinance, this Specific Plan shall prevail over and supersede those applicable provisions in the Zoning Ordinance. Where no such conflict exists, the requirements in the Zoning Ordinance with respect to the RS-5000 zoning district shall apply. The uses described in Sections 3.2.1.2 and 3.2.2.2, above, shall have the meanings, if any, set forth for them in the Zoning Ordinance as of the effective date of this Specific Plan.

3.2.6 Parking

Off-street parking for the Residential District shall be provided in accordance with the applicable requirements in Article 2, Sections 5 (Residential Zoning Districts) Sections 2.05.050 and Article 3, Section 14 (Off-Street Parking and Loading) of the Zoning Ordinance with

respect to the uses described in Sections 3.2.1 and 3.2.2, above, except as otherwise (a) required or permitted by State law or (b) provided in this Specific Plan.

3.3 Mixed-Use (Town Center/HDR) District Development Standards

The Mixed-Use (Town Center/HDR) District, as shown on Figure 2-1 (Land Use Plan), is intended to accommodate the development of a variety of retail, entertainment, commercial and higher-density residential uses to create a gathering place and "main street" for the community.

The uses described in Sections 3.3.1 and 3.3.2, below, shall be permitted or conditionally permitted, as applicable, in the Mixed-Use (Town Center/HDR) District.

3.3.1 Permitted Uses

1. Accessory retail uses
2. Appliance stores (large appliance sales and service)
3. Automated teller machines (ATMs)
4. Banks and financial institutions
5. Barber or beauty shops
6. Business support services
7. Bicycle and pedestrian trails
8. Bowling alleys
9. Catering services
10. Commercial, trade or vocational schools
11. Condominiums/townhouses
12. Department stores
13. Dry cleaning service, drop-off only
14. Family/children entertainment centers (indoor) with climbing apparatus, play equipment, food service, video games, party facilities, and similar attractions
15. Financial services
16. Food and beverage establishments, including restaurants, bakeries, cafes, delicatessens, gourmet beer and wine shops, ice cream parlors, open air dining areas and specialty food, but excluding fast-food restaurants, with or without drive-in/through service
17. Florist shops
18. Furniture/furnishings, rentals, sales and service stores
19. Garden centers or plant nurseries
20. Hardware stores
21. Hotels or motels, including conference facilities
22. Interior decorating or drapery shops
23. Live/work units, subject to Section 3.3.7, below
24. Medical/dental offices, clinics or services
25. Motor vehicle leasing/rental (office only; no vehicles onsite)
26. Motor vehicle parts and supplies
27. Multi-family dwelling units, including associated uses such as second-story decks and balconies, clubhouses and swimming pools
28. Office equipment/supply stores
29. Offices, administrative or executive

14. Museums
15. Nightclubs, with or without food service, bar
16. Outdoor amusement/entertainment/recreation centers
17. Pool halls/billiard centers
18. Post offices
19. Public utilities, including, but not limited to substations, reservoirs and pumping stations
20. Restaurants, fast food, with or without drive-through service, or with outdoor seating
21. Restaurants with alcohol sales
22. Raising of horses (this use shall no longer be permitted following the complete, voluntary and permanent closure of Los Alamitos Race Course)
23. Horse race tracks (this use shall no longer be permitted following the complete, voluntary and permanent closure of Los Alamitos Race Course)
24. Riding academies or stables (this use shall no longer be permitted following the complete, voluntary and permanent closure of Los Alamitos Race Course)
25. Any other use that the Director of Community Development finds is consistent with the purpose and intent of this Section, and similar to the listed conditionally permitted uses and compatible with these uses, subject to appeal to the City Council.

3.3.3 Prohibited Uses

1. Warehousing, wholesaling and distribution facilities.

3.3.4 Development Standards

1. Minimum Parcel Area: 10,000 square feet.
2. Minimum Parcel Depth: No minimum.
3. Minimum Parcel Width: 50 feet.
4. Maximum Parcel Coverage by Structures: No maximum.
5. Maximum Residential Density: Overall 30 dwelling units/gross acre. ~~number of multi-family dwelling units in Town Center District, including live/work units: 250 units.~~
6. Minimum Residential Density: Overall 20 dwelling units/gross acre.
67. Maximum Structure Height: 75 feet, excluding any roof-mounted equipment and/or architectural details.
78. Setbacks:
 - a. Minimum front setback: No minimum.
 - b. Minimum street side setback: 10 feet from streets.
 - c. Minimum interior side setback: No minimum.
 - d. Minimum rear setback: No minimum.
 - e. A multi-family residential building shall be set back a minimum of 10 feet from non-residential buildings.
89. Minimum driveway width for 2-way traffic: 24 feet.
910. Mechanical Equipment
 Mechanical equipment placed on any roof, including, but not limited to, air conditioning, heating, ventilation and exhaust equipment, shall be screened in a material consistent with the building and screened from view from any abutting street or highway and any abutting residential area. All such mechanical equipment shall be designed as an integral part of the building, and shall be maintained in a clean and proper condition to prevent a collection of litter and filth and to avoid the emission of unnecessary noise, dust or fumes.

6. Minimum landscaped open space: An average of 400 square feet per dwelling unit, provided that any or all of such open space (a) may be common, private or public and (b) shall include balconies, patios and any land occupied by recreational structures or improvements.
7. Driveway widths:
 - a. 1 to 2 units: Minimum of 12 feet.
 - b. 3 or more units: Minimum of 1624 feet.
8. Parcel coverage and distance between structures:
 - a. The maximum parcel coverage by structures shall not exceed 60 percent.
 - b. The minimum distance between structures on the same parcel, where neither structure exceeds 15 feet in height, shall be 6 feet. The minimum distance between structures on the same parcel, where one or both structures exceed 15 feet in height, shall be 10 feet.
9. Minimum setbacks:
 - a. Front: 20 feet (for parcels located at the closed end of a cul-de-sac (e.g., along a "bulb"), the required minimum front setback shall be reduced by 50 percent).
 - b. Rear: 10 feet, except for detached garages with alley access, which require a setback of 12 feet from the centerline of the alley.
 - c. Interior side: single-story – 5 feet; second-story – 10 feet.
 - d. Street side: 10 feet.

All setbacks shall be measured from property line to the main structure.
10. Minimum interior garage dimension: 20 feet by 20 feet, clear with no obstructions.

3.4.8 Maximum Number of Residential Units

As set forth in Section 3.2.4, above, the total number of residential units in the Residential District, the MDR Districts and the Mixed-Use (Town Center/HDR) District shall not exceed 1,926 units.

3.4.9 Relationship to the Zoning Ordinance

1. Senior Housing Development

Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, sign requirements, landscaping and tree removal) with respect to senior housing and the related uses allowed within the Senior Housing/Medium-Density Residential District in accordance with this Section 3.4 that are different from what would otherwise be allowed on property within the RM-20 (Multiple-Family) or other zoning district pursuant to the Zoning Ordinance, this Specific Plan shall prevail and supersede those applicable provisions in the Zoning Ordinance. Where no such conflict exists, the requirements in the Zoning Ordinance with respect to the RM-20 (Multiple-Family) zoning district shall apply. The uses described in Sections 3.4.1 and 3.4.2, above, shall have the meanings, if any, set forth for them in the Zoning Ordinance as of the effective date of this Specific Plan.

2. Medium-Density Residential Development

Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, sign requirements, landscaping and tree removal) with respect to multi-family residential and related uses allowed within the Senior Housing/Medium-Density Residential District in

3.5.4 Town Center Development Standards

The development standards for the Mixed-Use (Town Center/HDR) District set forth in Section 3.3.4, above, shall govern the development of town center uses in the Mixed-Use (Town Center/MDR) District, except that no minimum residential density shall be required in the Mixed-Use (Town Center/MDR) District.

3.5.5 Medium-Density Residential and Senior Housing Development Standards

The development standards for the medium-density residential uses set forth in Section 3.4.7, above, and the development standards for the senior housing uses set forth in Section 3.4.6, above, shall govern the development of medium-density residential and senior housing uses in the Mixed-Use (Town Center/MDR) District, except that the maximum height of senior housing structures shall be 55 feet.

3.5.6 Maximum Floor Area Ratio

The maximum floor area ratio (FAR) for non-residential development in the Mixed-Use (Town Center/MDR) District shall not exceed 0.6:1; provided, however, that (a) the FAR for non-residential development on any development parcel in the Mixed-Use (Town Center/MDR) District may have a maximum FAR of 1.0:1, ~~(b) the gross floor area of any multi-family dwellings constructed in the Town Center District shall be excluded in calculating the FAR for the Town Center District,~~ and ~~(c)~~ the floor area devoted to parking within a building shall not be considered in calculating the FAR for non-residential development in the Mixed-Use (Town Center/MDR) District. This section does not apply to residential development or the non-residential component of a mixed-use project.

3.5.7 Maximum Number of Residential Units

As set forth in Section 3.2.4, above, the total number of residential units in the Residential District, the Senior Housing/Medium-Density Residential/MDR Districts and the ~~two~~ Mixed-Use (Town Center/HDR) Districts shall not exceed 7,000,926 units.

3.5.8 Relationship to the Zoning Ordinance

1. Town Center Development

Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, sign requirements, landscaping and tree removal) with respect to non-residential development allowed within the Mixed-Use (Town Center/MDR) District in accordance with this Section 3.5 that are different from what would otherwise be allowed on property within the CG (Commercial General) or other zoning district pursuant to the Zoning Ordinance, this Specific Plan shall prevail and supersede those applicable provisions in the Zoning Ordinance. Where no such conflict exists, the requirements in the Zoning Ordinance with respect to the CG (Commercial General) zoning district shall apply.

2. Medium-Density Residential Development

Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, sign requirements, landscaping and tree removal) with respect to medium-density residential and related uses allowed within the Mixed-Use (Town Center/MDR) District in accordance with this Section 3.5 that are different from what would otherwise be allowed on property within the RM-15 or other zoning district pursuant to the Zoning Ordinance, this Specific Plan shall prevail over and supersede those applicable provisions in the Zoning Ordinance. Where no such conflict exists, the requirements in the Zoning Ordinance with respect to the RM-15 zoning district shall apply.

3.6.23.6.1 Permitted and Conditionally Permitted SFR/MDR Medium-Density Residential Uses

All of the permitted and conditionally permitted uses in the Residential District, as set forth in Sections 3.2.1 and 3.2.2, above, and all of the permitted and conditionally permitted uses relating to medium-residential development in the Senior Housing/Medium-Density Residential District, as set forth in Sections 3.4.3 and 3.4.4, above.

3.6.3 Prohibited Uses

1.i Warehousing, wholesaling and distribution facilities.

3.6.4 Town Center Development Standards

The development standards for the Town Center District set forth in Section 3.3.4, above, shall govern the development of town center uses in the Mixed-Use (Town Center/SFR/MDR) District.

3.6.53.6.2 Single-Family Residential and Medium-Density Residential Development Standards

The development standards for the Single-Family Detached and Single-Family Attached Subdistricts set forth in Section 3.2.3, above, shall govern the development of single-family residential uses in the Mixed-Use (Town Center/SFR/MDR) District, provided that either single-family detached units or single-family attached units shall be allowed anywhere in the Mixed-Use (Town Center/SFR/MDR) District and the development of single-family detached units shall be subject to the development standards for the Single-Family Detached Subdistrict and the development of single-family attached units shall be subject to the development standards for the Single-Family Attached Subdistrict. The development standards for medium-density residential uses set forth in Section 3.4.7, above, shall govern the development of medium-density residential uses in the Medium-Density Residential-Mixed-Use (Town Center/SFR/MDR) District.

3.6.6 Maximum Floor Area Ratio

The maximum floor area ratio (FAR) for the Mixed-Use (Town Center/SFR/MDR) District shall not exceed 0.6:1; provided, however, that (a) the FAR for any development parcel in the Mixed-Use (Town Center/SFR/MDR) District may have a maximum FAR of 1.0:1, (b) the gross floor area of any single-family or medium-density residential housing constructed in the Mixed-Use (Town Center/SFR/MDR) District shall be excluded in calculating the FAR for the Mixed-Use (Town Center/SFR/MDR) District and (c) the floor area devoted to parking within a building shall not be considered in calculating the FAR in the Mixed-Use (Town Center/SFR/MDR) District.

3.6.73.6.3 Maximum Number of Residential Units

As set forth in Section 3.2.4, above, the total number of residential units in the Residential District, the Senior Housing/Medium-Density Residential MDR Districts and the two Mixed-Use (Town Center/HDR) Districts shall not exceed 1,000,926 units.

3.6.83.6.4 Relationship to the Zoning Ordinance**1.i Town Center Development**

Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, sign requirements, landscaping and tree removal) with respect to non-residential development allowed within the Mixed-Use (Town Center/SFR/MDR) District in accordance with this Section 3.6 that are different from what would otherwise be allowed on property within the CG (Commercial General) or other zoning district pursuant to the Zoning Ordinance, this Specific Plan shall prevail and supersede those applicable provisions in the Zoning Ordinance. Where no such conflict exists, the

requirements in the Zoning Ordinance with respect to the CG (Commercial General) zoning district shall apply.

2.e—Single-Family Detached Subdistricts

Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, sign requirements, landscaping and tree removal) with respect to single-family detached residential and related uses allowed within the Mixed-Use (Town Center/SFR/MDR) District in accordance with this Section 3.6 that are different from what would otherwise be allowed on property within the RS-6000 or other zoning district pursuant to the Cypress Zoning Ordinance (Zoning Ordinance), this Specific Plan shall prevail over and supersede those applicable provisions in the Zoning Ordinance. Where no such conflict exists, the requirements in the Zoning Ordinance with respect to the RS-6000 zoning district shall apply.

3.e—Single-Family Attached Subdistricts

Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, sign requirements, landscaping and tree removal) with respect to single-family attached residential and related uses allowed within the Mixed-Use (Town Center/SFR/MDR) District in accordance with this Section 3.6 that are different from what would otherwise be allowed on property within the RS-5000 or other zoning district pursuant to the Zoning Ordinance, this Specific Plan shall prevail over and supersede those applicable provisions in the Zoning Ordinance. Where no such conflict exists, the requirements in the Zoning Ordinance with respect to the RS-5000 zoning district shall apply.

4.e—Medium-Density Residential Land Use

Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, sign requirements, landscaping and tree removal) with respect to the medium-density residential and related uses allowed within the Medium-Density Residential Mixed-Use (Town Center/SFR/MDR) District in accordance with this Section 3.6 that are different from what would otherwise be allowed on property within the RM-15 or other zoning district pursuant to the Zoning Ordinance, this Specific Plan shall prevail over and supersede those applicable provisions in the Zoning Ordinance. Where no such conflict exists, the requirements in the Zoning Ordinance with respect to the RM-15 zoning district shall apply.

3.6.93.6.5 Parking

Off-street parking shall be provided in accordance with the applicable requirements in Article 2, Sections 2.06.050 (Residential Zoning Districts) and Article 3, Section 14 (Off-Street Parking and Loading) of the Zoning Ordinance with respect to the uses described in Sections 3.6.1, above, and the applicable requirements in Sections 2.05.050 and 14 of the Zoning Ordinance with respect to the uses described in Section 3.6.2, above, in each case except as otherwise (a) required or permitted by State law or (b) provided in this Specific Plan. Notwithstanding anything to the contrary in the preceding sentence, the minimum parking requirement for multi-family residential dwelling units shall be a total of 1 garage space for each dwelling unit and 1/4 unassigned open space for every dwelling unit, except as otherwise required or permitted by State law, off-street parking may be provided on all or any portion of the land within Mixed-Use (Town Center/SFR/MDR) District that is currently owned by Seacoast Grace Church with respect to any land use on the Seacoast Grace Church property, including the portion of the Seacoast Grace Church property that is located outside of the Specific Plan Area.

5 IMPLEMENTATION

5.1 Authority and Scope

This Specific Plan has been prepared pursuant to the provisions of California Government Code (Government Code), Title 7, Article 8, Section 65450 et seq., which grants a local planning agency the authority to prepare a specific plan for the systematic implementation of a general plan for all or a portion of the area covered by the general plan. Pursuant to Section 65451 of the Government Code, a specific plan is designed to identify the proposed distribution, location and extent of land uses and major components of public and private facilities needed to support those land uses, as well as standards and criteria by which development will proceed and a program of implementation measures necessary to carry out contemplated development.

This Specific Plan serves as the policy and regulatory document for development within the Specific Plan Area and essentially sets forth the zoning for the Specific Plan Area. All development within the Specific Plan Area shall be consistent with the standards and regulations set forth in this document. Wherever this Specific Plan contains provisions that establish requirements (including, without limitation, such standards as density, height, uses, parking requirements, landscaping and tree removal) that are different from what would otherwise be allowed on property within the applicable land use district pursuant to the Cypress Zoning Ordinance (Zoning Ordinance), this Specific Plan shall prevail and supersede those applicable provisions in the Zoning Ordinance, as more specifically discussed in Chapter 3 (Development Standards) with respect to each Land Use District. Where no such conflict exists and/or the Zoning Ordinance includes a less restrictive standard or requirement than this Specific Plan, the requirements in the Zoning Ordinance with respect to such standard or requirement shall apply, as more specifically discussed in Chapter 3 (Development Standards) with respect to each Land Use District.

5.2 Purpose of the Specific Plan

This Specific Plan serves a planning and regulating function to provide for the orderly growth and development of the Specific Plan Area. It is the intent of this Specific Plan to establish development standards, regulations and guidelines that will ensure quality development within the Specific Plan Area that (a) contributes to the City's employment and revenue base, (b) permits the development of a vibrant town center that will become a destination and gathering place for the community, (c) designates a land use district for two public parks on approximately ~~18.7~~ acres of land and a public park overlay for an additional ~~23~~ acres of public park space, for a total of approximately 20 acres of public park space, (d) provides a variety of housing opportunities, (e) is generally consistent with the applicable goals and policies of the General Plan, and (f) is compatible with surrounding land uses. The development standards, regulations and guidelines, and the related public and private facility plans, establish a comprehensive development program for the Specific Plan Area.

5.3 Relationship of this Specific Plan to the Existing Specific Plan

This Cypress Town Center and Commons Specific Plan ~~23.0~~ supersedes and replaces the ~~Existing 2018~~ Specific Plan with respect to all of the real property within the Specific Plan Area, and the ~~Existing 2018~~ Specific Plan has been repealed with respect to all of the real property within the Specific Plan Area and has no further force or effect with respect to any of the real property within the Specific Plan Area. The remainder of the real property that is subject to, and governed by, the Existing Specific Plan shall continue to be subject to, and governed by, the provisions of the Existing Specific Plan.

5.6.2 Adjustments

This adjustment procedure is established to allow the Director of Community Development to approve modifications to this Specific Plan that do not substantially alter the distribution, location, extent or density of the uses, improvements and facilities required pursuant to this Specific Plan, in accordance with the procedures set forth in Section 4.19.050 (Adjustments) of the Cypress ~~Municipal Code Zoning Ordinance~~ (or any successor ordinance), provided that, notwithstanding anything to the contrary in Section 4.19.050 (or any successor ordinance), (a) the Director of Community Development shall be required to approve any requested adjustment if the following findings can be made in a positive manner: (i) the proposed adjustment is generally consistent with the intent of this Specific Plan and (ii) the proposed adjustment is one of the permitted adjustments described below, and (b) in the event that an application or applications are submitted to the City for a development project that request multiple entitlements, including one or more requested adjustments, then the City Council, acting as the City's planning agency, shall have original jurisdiction with respect to such adjustment(s) and shall consider and take action on the requested adjustment(s) together with the other requested entitlements. The approval of an adjustment pursuant to this Section 5.6.2 does not constitute an amendment to the Specific Plan and does not require a vote of the people.

The adjustments allowed shall be limited to the following:

1. Changes in the boundaries of any Land Use District or Subdistrict that result in less than a 10% change in the original acreage within any Land Use District Areas, provided that (a) in no event shall the Public Park District include less than ~~187~~ acres of land and (b) in no event shall the size of the Public Park Overlay be less than ~~23~~ acres.
2. The transfer of up to 5% of the number of residential units allowed ~~or required~~ in a Residential Subdistrict, the Senior Housing/Medium-Density Residential District, the Mixed-Use (Town Center/MFR) District ~~or~~, the Mixed-Use (Town Center/~~SFR/MHDR~~) District ~~or the Medium-Density Residential District~~ to the other Residential Subdistrict and/or such other Land Use District(s), provided that the total number of residential units in the Residential District, the ~~Mixed-Use (Town Center/HDR) District Senior Housing/Medium-Density Residential District, the Mixed-Use (Town Center/MFR) District and the Mixed-Use (Town Center/SFR/MDR) District~~ shall not exceed ~~1,000~~ 1,926 units.
3. The following modifications in development standards:
 - a. To reduce a lot, yard or setback, or building area requirement by not more than 20% of that otherwise specified in this Specific Plan.
 - b. To increase the floor area for non-residential uses within the ~~Mixed-Use (Town Center/HDR) District~~, ~~or the Mixed-Use (Town Center/MDR) District~~ ~~or the Mixed-Use (Town Center/SFR/MDR) District~~ by not more than 10% of that otherwise specified in this Specific Plan.
 - c. To increase the height of structures by not more than 10% of that otherwise specified in this Specific Plan, but only with respect to non-town center structures located in the Mixed-Use (Town Center/MDR) District, non-town center structures located in the Mixed-Use (Town Center/~~SFR/MHDR~~) District and structures located in the Public Park District or the Public Park Overlay.
 - d. To decrease the landscape area requirements by not more than 10% of that otherwise specified in this Specific Plan.
 - e. To increase the maximum allowable parcel coverage by not more than 10% of that otherwise specified in this Specific Plan.

5.8.5 Findings for Approval of Site Plan Review

The Director of Community Development shall make a recommendation to the City Council to approve, conditionally approve or deny an application for site plan review based on the following findings, and the City Council shall make all of the following findings in order to approve or conditionally approve any such application:

1. The proposed project is compatible with the intent and purpose of this Specific Plan and the regulations herein.
2. Development pursuant to the site plan will not be materially detrimental to the public health, safety or general welfare.

5.8.6 Compliance with Objective Design Standards

All multi-family residential development within the Specific Plan Area shall comply with the applicable requirements in Section 3.17.310 (Objective Standards For Multi-Family Dwellings) of the Zoning Ordinance, except as otherwise (a) required or permitted by State law or (b) provided under this Specific Plan.

5.8.7 Exception for Multi-Family Residential Projects with Affordable Housing.

A multi-family residential project within the Specific Plan Area where 20 percent or more of the residential units are affordable to a lower income household (Qualifying Multi-Family Residential Project) shall be exempt from the site plan review requirement in this Section 5.8. "Lower income household" shall mean household whose income does not exceed the low-income limits applicable to Orange County, as defined in California Health and Safety Code section 50079.5 and published annually pursuant to Title 25 of the California Code of Regulations, section 6932 (or its successor provision) by the California Department of Housing and Community Development. A Qualifying Multi-Family Residential Project shall be reviewed ministerially for compliance with all applicable objective standards contained in this Specific Plan and the Zoning Ordinance, including, to the extent applicable, Section 3.17.310 (Objective Standards for Multi-family Dwellings) of the Zoning Ordinance.

5.9 Severability

This Specific Plan serves as the implementation tool for the General Plan. In the event that any provision of this Specific Plan or its application to any person or circumstance is held to be invalid or unconstitutional by a court of competent jurisdiction, such provision shall be deemed separate, distinct and independent, and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof, which can be implemented without the invalid provision or application.

5.10 Phasing

This section of this Specific Plan sets forth the potential timing and sequence of development within the Specific Plan Area. There are many factors that contribute to the eventual pattern of development, including adequate level of infrastructure, market considerations, financing and the present operation of Los Alamitos Race Course.

It is the primary intention of this conceptual phasing plan to identify areas that can be developed while the Race Course remains in operation. However, this phasing plan is conceptual and a guideline and does not mandate any particular order of development or dictate any required phasing of infrastructure improvements. The actual phasing of development may be different from the conceptual phasing plan and will be dictated by numerous factors such as market conditions, financing considerations and the timing of the closure of the Race Course that are not predictable at this time. Without limiting the

generality of the foregoing, the development of the approximate 4.2 acres of land currently owned by Seacoast Grace Church may not proceed according to the sequence shown on the Conceptual Phasing Plan.

Figure 5-1 depicts the Conceptual Phasing Plan. Phase 1 is the development of a portion of the Mixed-Use (Town Center/HDR) District and the western Public Park District (other than approximately 1.24 acres in the southwestern corner of the western Public Park District on which a maintenance yard for the Race Course is currently operated), which is anticipated ~~to occur while the Race Course remains in operation (it is anticipated that the maintenance yard will be improved and added to Lexington Park as a portion of the western public park~~ following the closure of the Race Course). Phase 2 includes the development of the northern portion of the Senior Housing/Medium-Density Residential District and the northwest portion of the Residential District. Phase 3 consists of the development of the remainder of the Residential District and the Medium-Density Residential District, the central Public Park District, and additional portion of the Mixed-Use (Town Center/HDR) District and a portion of the entire Mixed-Use (Town Center/MDR) District. Phase 4 is the development of the remainder of the Mixed-Use (Town Center/SFR/MDR) District and the remainder of the Mixed-Use (Town Center/SFR/MDR) District.

5.11 Financing

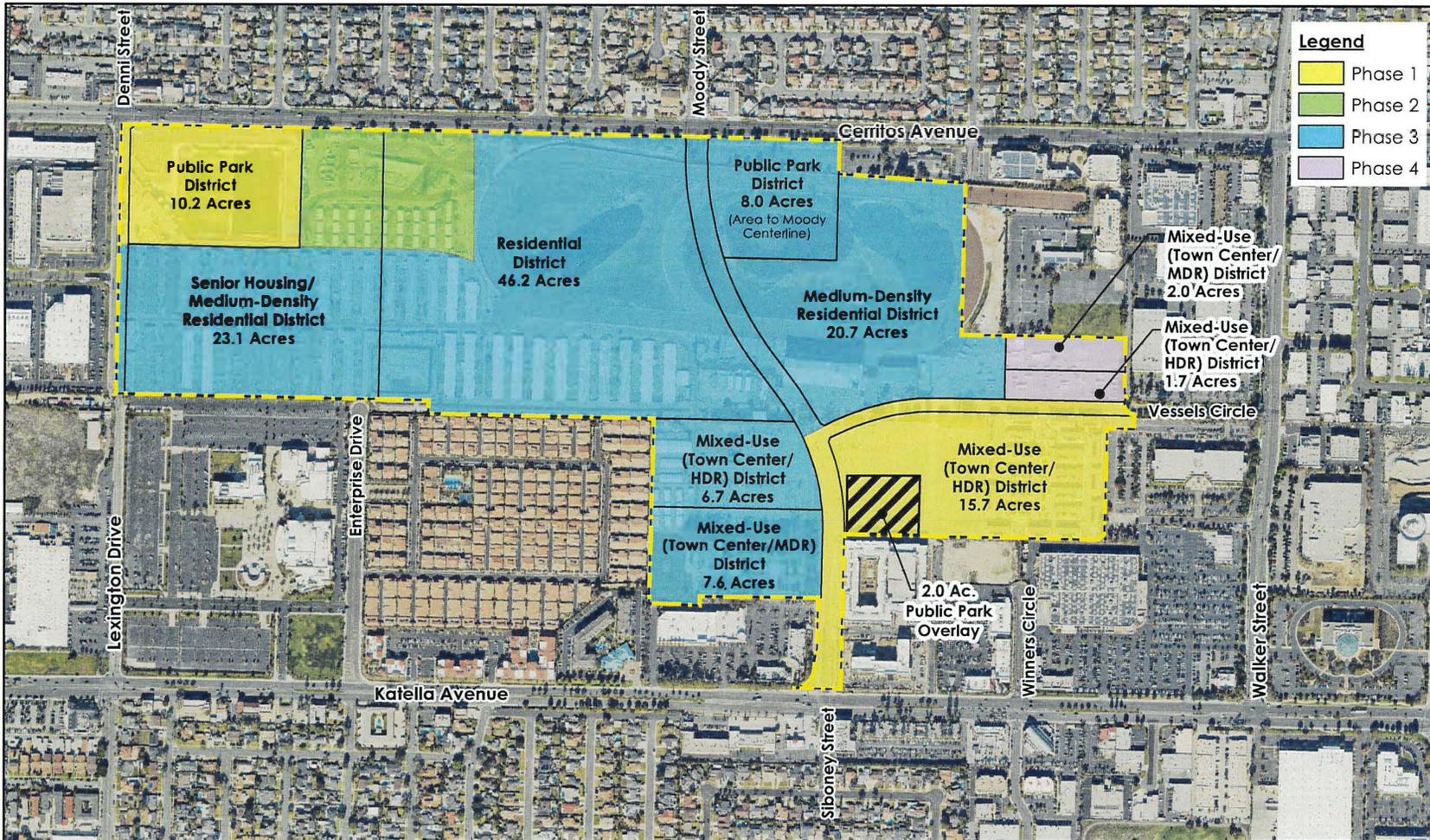
The developers of the Specific Plan Area will be responsible for all onsite improvements and infrastructure with respect to all commercial and residential development thereon and will pay their respective fair shares of any required offsite improvements relating to such development.

Basic funding approaches include, but are not limited to:

- Assessment districts established pursuant to the Municipal Improvement Act of 1913 for construction or acquisition of a wide variety of public improvements.
- Community facilities districts established by public agencies pursuant to the Mello Roos Community Facilities Act of 1982 to construct and provide public services and Improvements.

Improvements and fees that may be financed in this manner include, but are not limited to:

1. Water and sewer facilities
2. Roadways, including landscaping, lighting and signs
3. Storm drains, drainage channels, and retention basins
4. Telephone, gas, electric and cable television facilities
5. Parks, open space and recreational improvements.



CYPRESS TOWN CENTER AND COMMONS
SPECIFIC PLAN 3.0

Figure 5-1
Conceptual Phasing Plan



6 GENERAL PLAN CONFORMANCE ANALYSIS

6.1 Relationship of Specific Plan to General Plan

~~Prior to voter approval of this Specific Plan, the land use designations in the Land Use Element of the Cypress General Plan (General Plan) for the approximately 154.4 acres of land within the Specific Plan Area was (a) "Community Services and Facilities (Race Track (Privately Owned))" with respect to approximately 107.3 acres of land on which the Race Course currently operates (Race Course Property), and approximately 4.2 acres of adjacent land currently owned by Seacoast Grace Church (Grace Property), (b) "Community Services and Facilities (Golf Course (Privately Owned))" with respect to approximately 35.7 acres of land on which the northern portion of the former Golf Course was located (Golf Course Property) and (c) "Specific Plan" with respect to approximately 7.2 acres of land on the Race Course Property.~~

~~In accordance with Measure D, this Specific Plan was approved by the voters on November 5, 2024 as part of a ballot initiative titled "Measure ___" and known as the "Cypress Town Center and Commons Initiative 32.0." That ballot initiative also included amendments to the General Plan that (1) changed the land use designation in the Land Use Element for the Race Course Property and the Grace Property, which includes the Town Center, Mixed-Use (Town Center/MDR), and Mixed-Use (Town Center/SFR/MDR) Districts, and portions of the Public Park, Senior Housing/Medium-Density Residential and Residential Districts, from "Community Services and Facilities (Race Track (Privately Owned))" to "Specific Plan" (except for approximately 7.2 acres of the Race Course Property that already has a land use designation of "Specific Plan") and (2) changed the land use designation in the Land Use Element for the Golf Course Property, which includes portions of the Public Park, Senior Housing/Medium-Density, and Residential Districts from "Community Services and Facilities (Golf Course (Privately Owned))" to "Specific Plan".~~

The ~~new~~previously established "Specific Plan" land use designation for the Specific Plan Area will allow the eventual development of at least 20 acres of public parks in the City, permit the development of a new town center that is intended to be a gathering place for the entire community, increase the City's tax base and provide significant revenue for the City, establish new employment centers and encourage single-family, multi-family and senior housing and related facilities. The permitted land uses are compatible with the existing adjacent residential, senior housing, church, commercial and retail uses previously developed within and near the Specific Plan Area. This Specific Plan provides specific development standards, regulations and guidelines that will assure quality development and minimize potential land use conflicts with surrounding uses.

~~The previously established zoning designation of "PC (Planned Community)" for the Specific Plan Area is. In order to be consistent with the General Plan land use designation of "Specific Plan" for the Specific Plan Area, "Measure ___" also included zoning amendments that changed the zoning designation for all of the Specific Plan Area from "PS-1A (Public and Semie Public)" and "PBP-25A (Planned Business Park)" to "PC (Planned Community)".~~

~~The City's 2021-2029 Housing Element includes a State-mandated sites inventory that assigns zoning to facilitate the addition of 3,936 housing units in Cypress (Cypress' Regional Housing Needs Assessment). Voter approval of this Specific Plan was required to modify the permitted uses and development standards for portions of the Specific Plan Area set forth in the 2018 Specific Plan to allow 676 of the additional 3,936 units assigned in the 2021-2029 Housing Element. These modifications include (1) modifying the names of some of the Land Use Districts, (2) changing the permitted residential use in the Medium-Density Residential District~~

(previously a portion of the Residential District and Single-Family Detached Subdistrict in the 2018 Specific Plan) from single-family to multi-family use), (3) increasing the maximum residential density in the Mixed-Use (Town Center/HDR) District (which was previously the Town Center District, the Mixed-Use (Town Center/SFD/MDR) District and a portion of the Mixed-Use (Town Center/MDR) District in the 2018 Specific Plan) to 30 dwelling units/gross acre and (4) increasing the aggregate maximum number of residential units in the Specific Plan Area to 1,926 units (including the 135 residential units previously developed as the Melia Project).

With the amendments to the General Plan described above, and based on the consistency analysis below, this Specific Plan is consistent with the General Plan.

6.2 General Plan Conformance Analysis

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

This Specific Plan is consistent with the applicable development goals and policies in the General Plan, which is comprised of eight elements, including the Land Use, Circulation, Conservation/Open Space/Recreation, Noise, Housing, Safety, Growth Management and Air Quality Elements. The General Plan elements have been reviewed and their applicable goals and policies addressed as they pertain to development within the six Land Use Districts established hereunder. The general consistency of this Specific Plan with applicable goals and policies in the General Plan is discussed below.

6.2.1 Land Use Element

Applicable Land Use Goals and Policies

Goal LU-1: Create a well-balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City Residents.

Policy LU-1.2: Allow for multi-family infill in designated areas to satisfy regional housing needs.

Policy LU-1.4: Locate residential uses within close proximity of commercial centers to encourage pedestrian access, and to provide a consumer base for commercial uses.

Policy LU-1.5: Encourage the development of neighborhood-serving commercial uses in areas of Cypress presently underserved by such uses.

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

Policy LU-2.1: Ensure a sensitive transition between commercial or business park uses and residential uses by implementing precise development standards with such techniques as buffering, landscaping, and setbacks.

Policy LU-2.2: Where residential/commercial mixed use is permitted, ensure compatible integration of adjacent uses to minimize conflicts.

Policy LU-2.7: Encourage the provision of pedestrian linkages between adjacent commercial uses and commercial and residential uses to encourage pedestrian activity and reduce vehicle trips.

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

Policy LU-3.1: Encourage and continue the use of redevelopment activities in the Civic Center project area, on Lincoln Avenue, and on the Los Alamitos Race Track and former Cypress Golf Club.

Goal LU-4: Improve urban design in Cypress to ensure that development is both architecturally and functionally compatible and to create identifiable neighborhoods, commercial, and business park districts.

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

Goal LU-12: Establish land use patterns that protect the public from impacts (noise, potential accidents) associated with the Joint Forces Training Center (JFTC) Los Alamitos.

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

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

Policy LU-14.3: Assist in the development of the property surrounding the Los Alamitos Race Course by providing site marketing and city permit procedure assistance.

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

Method of Implementation

This Specific Plan is consistent with the goals and policies described above. The Specific Plan Area is located in an area of Cypress developed with residential, commercial, retail, business park, and light industrial uses. Business parks have previously been developed on the east and west sides of Walker Street and west of Lexington Drive. There is an existing residential neighborhood north of Cerritos Avenue. The area along the north side of Katella Avenue includes existing and approved commercial, retail and senior housing uses. The area south of Katella Avenue includes commercial and retail development, and beyond that a residential area. Multiple churches are located in and adjacent to the Specific Plan Area.

The implementation of the Specific Plan will revitalize the entire Specific Plan Area, which includes the Race Course Property and the Golf Course Property, sites that the Land Use Element specifically target for redevelopment. The establishment of the Residential District will encourage the development of a variety of high-quality housing in close proximity to the multiple planned public parks and town center within the Specific Plan Area and other commercial/retail uses along Katella Avenue. The Mixed-Use (Town Center/HDR) District and Mixed-Use (Town Center/HDR) District (Mixed-Use Districts) will facilitate the development of a vibrant town center and gathering place for the community that includes a balanced mix of retail, entertainment, commercial and residential uses. The Mixed-Use Districts, the Medium-Density Residential District and the Senior Housing/Medium-Density Residential District allow significant opportunities for medium-density and higher-density residential development to meet the City's regional housing needs as reflected in its 2021-2029 Housing Elements. The Public Park District and Public Park Overlay provides for multiple public parks with opportunities for active and passive recreation for all ages in close proximity to residents. The Mixed-Use (Town Center/MDR) and Mixed-Use (Town Center/SFR/MDR) Districts are flexible land use districts that allow the potential expansion of the town center uses and/or single family or medium density residential uses. The Senior Housing/Medium-Density Residential District allows housing and related care facilities for seniors, a growing demographic group, as well as medium-density residential uses.

Future development within the Senior Housing/Medium-Density Residential District and the Single-Family Detached and Single-Family Attached Subdistricts will provide a variety of housing in close proximity to the commercial and open space uses in the ~~Town Center~~, Public Parks, ~~and~~ Mixed-Use (~~Town Center/MDR~~), and Mixed-Use (~~Town Center/SFR/MDR~~) Districts. In addition, both Mixed-Use Districts permit the development of residential housing integrated with adjacent to the neighborhood commercial and retail services ~~of the Town Center District~~. Trails and greenways will connect the residential Subdistricts and Senior Housing/Medium-Density Residential District, and provide convenient pedestrian and bike access to the public parks and town center areas. The ~~Town Center Mixed-Use~~ Districts is are located adjacent to existing retail and commercial developments and encourages growth of retail commercial uses. Retail and commercial development within the ~~Town Center Mixed-Use~~ Districts will create a desirable and sustainable commercial center for future residents within the Specific Plan Area as well as the surrounding communities.

The new development permitted under this Specific Plan will be compatible with the existing and approved uses in the surrounding area. The mix of retail, entertainment, commercial and residential uses permitted in the ~~Town Center Mixed-Use~~ Districts is consistent with the existing and approved commercial and retail uses on both sides of Katella Avenue. The residential uses permitted in the Residential District and the Senior Housing/Medium-Density Residential District are consistent with the existing residential uses to the north of Cerritos Avenue and south of Katella Avenue, as well as the senior housing community to be developed adjacent to the Specific Plan Area. The development standards that govern the Residential District and the Senior Housing/Medium-Density Residential District ensure that residential development adjacent to Cerritos Avenue will be compatible with the existing residential neighborhood to the north of Cerritos Avenue. In addition, the senior housing and medium-density residential uses permitted in the Senior Housing/Medium-Density Residential District are fully compatible with the approved senior housing and commercial/retail uses to the southeast along Katella Avenue.

The development standards, regulations and guidelines in this Specific Plan will also ensure sensitive transitions between the various retail, commercial, residential and open-space uses within the Specific Plan Area, and between those uses and the surrounding residential, commercial, retail and business park uses.

The Residential District is located adjacent to the Public Park and ~~Town Center Mixed-Use~~ Districts, allowing convenient pedestrian access to the central public park and retail/entertainment area.

The establishment of the Land Use Districts, together with development standards, regulations and guidelines in this Specific Plan, will ensure that development within the Specific Plan Area is both architecturally and functionally compatible with surrounding uses and create identifiable residential neighborhoods and commercial districts. The Residential District contains two Subdistricts that will create distinct, identifiable neighborhoods that are compatible with the character of nearby residential neighborhoods. The ~~Town Center Mixed-Use~~ Districts will attract high-quality businesses and will serve as a public gathering place for the community.

As described in Chapter 2 (Development Plan), the Circulation, Water, Wastewater and Drainage Plans for the Specific Plan Area will ensure that public facilities and services are available to accommodate the development allowed under this Specific Plan.

Development pursuant to this Specific Plan will be consistent with the height and noise limitations and notification requirements in the Airport Environs Land Use Plan (AELUP) for the Joint Forces Training Base, Los Alamitos (JFTB), as described in the Safety Element of the

As previously discussed, no portion of the Specific Plan Area where residential uses are permitted is located within 65 dB CNEL Contour for the JFTB, consistent with Land Use Element Policy LU-12.3.

6.2.5 Housing Element

Applicable Housing Element Goals and Policies

Goal HOU-3: Encourage the provision of a wide range of housing by location, type of unit, and price to meet the existing and future needs of Cypress residents. Establish a balanced approach to meeting housing needs of both renter and owner households.

Policy HOU-3.4: Facilitate the development of senior housing with supportive services.

Policy HOU-3.6: Encourage use of sustainable and green building design in new and existing housing.

Goal HOU-4: Ensure the provision of adequate housing sites through appropriate land use, zoning, and specific plan designations to accommodate the City's share of regional housing needs.

Policy HOU-4.4: Ensure compatibility of new residential development with existing development to enhance the City's residential neighborhoods.

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

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

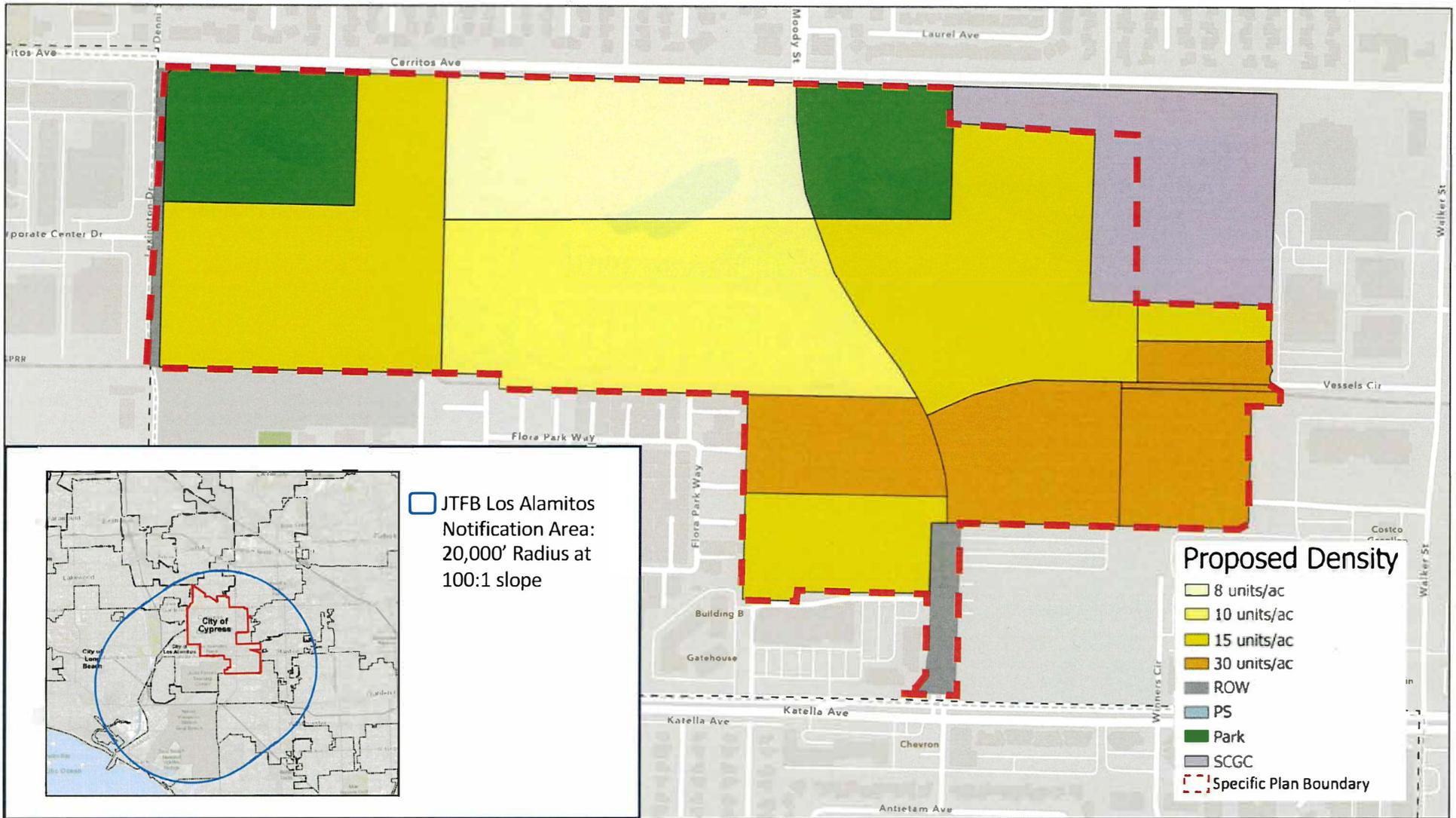
Method of Implementation

This Specific Plan is consistent with all of the Housing Element goals and policies described above. The Single-Family Detached and Single-Family Attached Subdistricts, Senior Housing/Medium-Density Residential District, Mixed-Use (Town Center/MDR) District, ~~and~~ Mixed-Use (Town Center/SFR/MHDR) District and Medium-Density Residential District provide for a wide variety of housing opportunities to address a cross-section of housing needs in the community. The residential uses permitted in the Single-Family Detached Subdistrict and the Senior Housing/Medium-Density Residential District are compatible with the existing residential neighborhood north of Cerritos Avenue.

Chapter 4 sets forth a list of sustainable guidelines for all development within the Specific Plan Area, and new residential projects within the Specific Plan Area will also be subject to the California Green Building Standards Code and the City's Residential Green Building Suggestions and Water Efficient Landscape Guidelines. This Specific Plan authorizes the development of up to ~~1,250~~ 1,926 dwelling units within the Specific Plan Area and therefore meets the City's goals and policies to meet the need of existing and future residents.

More specifically, the Residential, Senior Housing/Medium-Density Residential, Mixed-Use (Town Center/MDR), Mixed-Use (Town Center/SFR/MHDR) and Town Center Medium-Density Residential Districts offer a range of housing types that provide housing options for a broad range of individuals and families of all sizes and ages. This ensures a balanced approach to meeting housing needs of both renter and owner households. The housing types contemplated by this Specific Plan are intended to provide housing options at a range of price levels and promote equal opportunity for all residents to reside in the housing of their choice. The establishment of the Senior Housing/Medium-Density Residential District and the Mixed-Use (Town Center/MDR) District provides an opportunity to develop additional senior

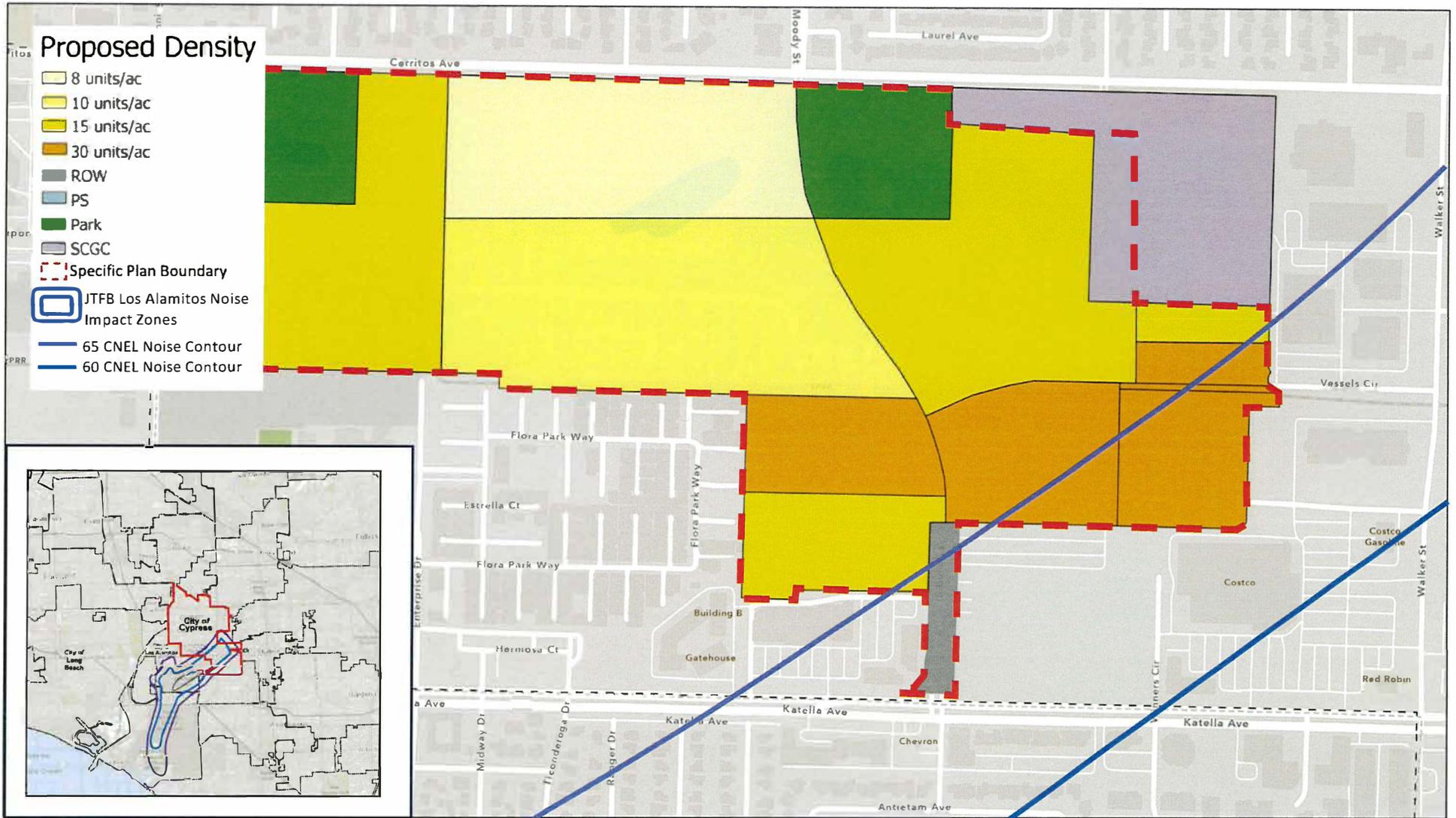
NOTE: Cypress City limits are entirely within the Notification Area for JTFB Los Alamitos



Cypress Town Center and Commons Specific Plan

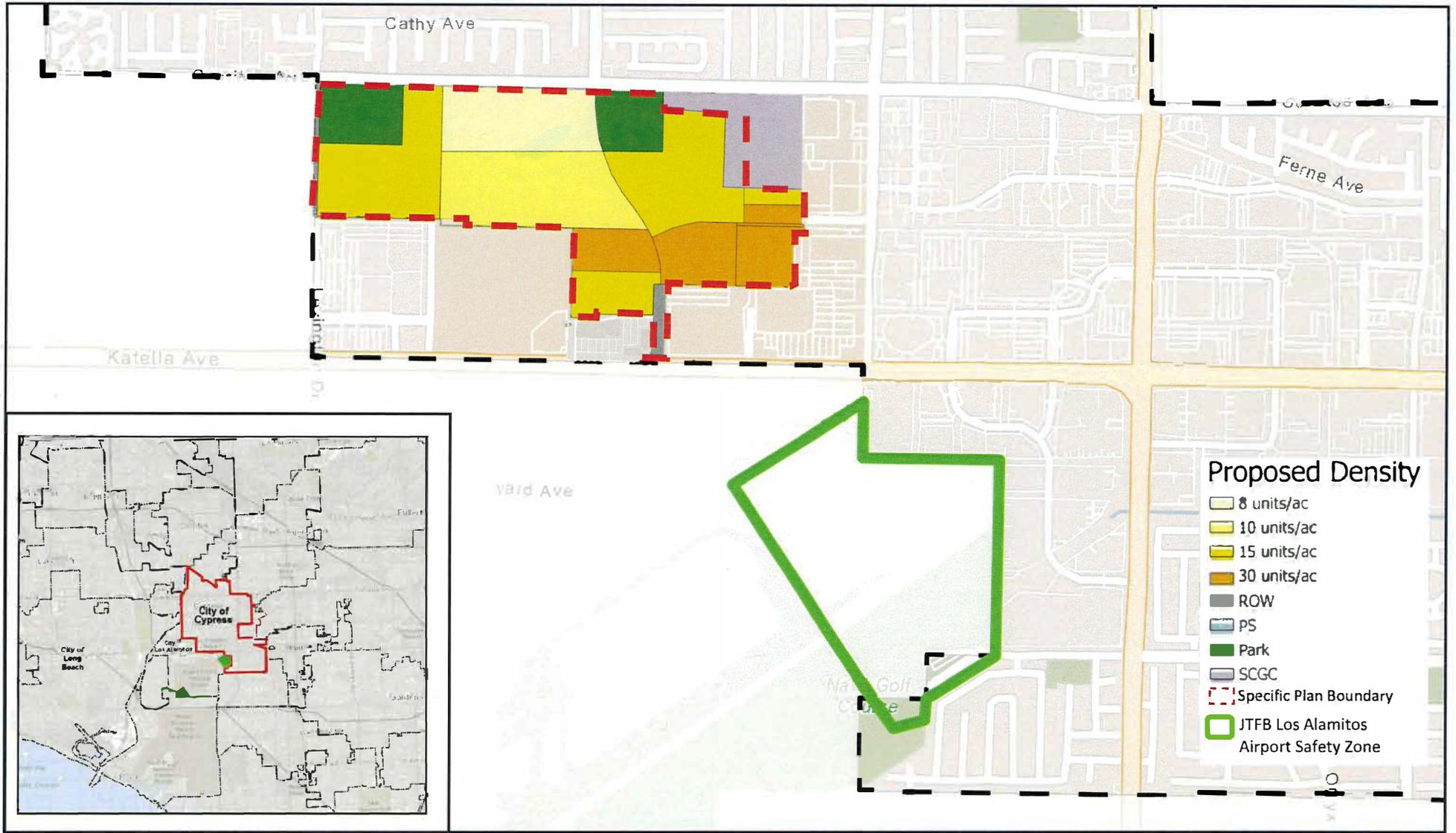


Figure 1: JTFB Los Alamitos Notification Area



Cypress Town Center and Commons Specific Plan

Figure 2: JTFB Noise Impact Zones



Cypress Town Center and Commons Specific Plan

Figure 3: JTFB Airport Safety Zones

- Limit delivery hours for commercial and industrial uses with loading areas or docks fronting, siding, bordering, or gaining access on driveways adjacent to noise-sensitive areas. Exemption from this restriction shall be based solely on attaining full compliance with the nighttime noise limits of the noise ordinance.

STANDARD NOISE ATTENUATION TECHNIQUES

Noise reduction can be accomplished by placement of walls, landscaped berms, or a combination of the two, between the noise source and the receiver. Generally, effective noise shielding requires a solid barrier with a mass of at least four pounds per square foot of surface area which is large enough to block the line of sight between source and receiver. Variations may be appropriate in individual cases based on distance, nature and orientation of buildings behind the barrier, and a number of other factors. Garages or other buildings may be used to shield dwelling units and outdoor living areas from traffic noise.

In addition to site design techniques, noise insulation can be accomplished through proper design of buildings. Nearby noise generators should be recognized in determining the location of doors, windows and vent openings. Sound-rated windows (extra thick or multi-paned) and wall insulation are also effective. None of these measures, however, can realize their full potential unless care is taken in actual construction: doors and windows fitted properly; openings sealed; joints caulked; plumbing adequately insulated from structural members. And, of course, sound-rated doors and windows will have little effect if left open. This may require installation of air conditioning for adequate ventilation. The chain of design, construction and operation is only as effective as its weakest link.

Noise impacts can be reduced by insulating noise sensitive uses, such as residences, schools, libraries, hospitals, nursing and carehomes and some types of commercial activities. But perhaps a more efficient approach involves limiting the level of noise generation at the source. State and Federal statutes have largely preempted local control over vehicular noise emissions but commercial and industrial operations and certain residential activities provide opportunities for local government to assist in noise abatement. Local ordinances may establish maximum levels for noise generated on-site. This usually takes the form of limiting the level of noise permitted to leave the property where it may impact other uses.

Although vehicular noise emissions standards are established at the State and Federal levels, local agencies can play a significant part in reducing traffic noise by controlling traffic volume and congestion. Traffic noise is greatest at intersections due to acceleration, deceleration and gear shifting. Measures such as signal synchronization can help to minimize this problem. Likewise, reduction of congestion aids in reduction of noise. This can be accomplished through the application of traffic engineering techniques such as channelization of turning movements, parking restrictions, separation of modes (bus, auto, bicycle, pedestrian) and restrictions on truck traffic.

GOALS AND POLICIES

TRANSPORTATION NOISE CONTROL

- N-1: Reduce noise impacts from transportation noise sources.
 - N-1.1: Require construction of barriers to shield noise-sensitive uses from excessive noise.

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

NOISE AND LAND USE PLANNING INTEGRATION

NOISE AND LAND USE PLANNING INTEGRATION

- N-2: Incorporate noise considerations into land use planning decisions.
 - N-2.1: Establish targeted limits of noise for various land uses throughout the community, in accordance with Table N-2.
 - N-2.2: Ensure acceptable noise levels near schools, hospitals, convalescent homes, churches, and other noise-sensitive areas, in accordance with Table N-1.
 - N-2.3: Establish standards for all types of noise not already governed by local ordinances or preempted by State or federal law.
 - N-2.4: Require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary.
 - N-2.5: Discourage and, if necessary, prohibit the exposure of noise-sensitive land uses to noisy environments.
- N-3: Minimize noise spillover from commercial uses into nearby residential neighborhoods.
 - N-3.1: Enforce the 65 dB(A) State standard for exterior noise levels for all commercial uses.
 - N-3.2: Require that a minimum of 15 feet be landscaped as a buffer between a commercial or mixed use structure and an adjoining residential parcel.

- N-3.3: Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.
- N-3.4: Truck deliveries within the City to commercial and industrial properties abutting residential uses shall fully comply with the City's Noise Ordinance.
- N-4: Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed use developments.
 - N-4.1: Require that commercial uses developed as part of a mixed use project (with residential uses) not be noise-intensive.
 - N-4.2: Require that mixed use structures be designed to prevent transfer of noise and vibration from the commercial to the residential use.
 - N-4.3: Orient mixed use residential units away from major noise sources.
 - N-4.4: Locate balconies and openable windows of residential units in mixed use projects away from the primary street and other major noise sources.

NON-TRANSPORTATION NOISE CONTROL

- N-5.0: Develop measures to control non-transportation noise impacts.
 - N-5.1: Review the City's existing noise ordinance and revise as necessary to better regulate noise-generating uses.
 - N-5.2: Continue to enforce the Noise Ordinance and make the public more aware of its utility.
 - N-5.3: Where possible, resolve existing and potential conflicts between various noise sources and other human activities.
 - N-5.4: Reduce noise generated by building activities by requiring sound attenuation devices on construction equipment.
 - N-5.5: Establish and maintain coordination among the agencies involved in noise abatement.



CITY OF CYPRESS

**PROPOSED AMENDMENTS
TO THE CYPRESS TOWN CENTER AND COMMONS SPECIFIC PLAN
JUNE 2024**

**ATTACHMENT 5
EXPLANATION OF CONSISTENCY WITH AELUP STANDARDS**

CONSISTENCY WITH THE ORANGE COUNTY AIRPORT LAND USE COMMISSION'S AIRPORT ENVIRONS LAND USE PLAN (AELUP) FOR THE JOINT FORCES TRAINING BASE (JFTB) LOS ALAMITOS

As shown in Figure 1, the entire City of Cypress, including the Cypress Town Center and Commons Specific Plan (CTCC) Area, is within the Federal Aviation Administration's (FAA) Part 77 Notification Area for the Joint Forces Training Base (JFTB) Los Alamitos. As shown in Figure 2, no portion of the CTCC planning area is within the 65 Community Noise Equivalent Level (CNEL) noise contours for JFTB Los Alamitos; however, a portion of the CTCC is within the 60 CNEL noise contours. As shown in Figure 3, the CTCC planning area is located outside of the JFTB Los Alamitos Airport Safety Zone. The majority of the City of Cypress is located within an AELUP height restriction zone for JFTB, with the exception of the northernmost part of the City. As shown in Figure 4, the entire CTCC planning area is within an AELUP height restriction zone.

Noise Impact

There are no proposed noise policies or mitigation measures in the proposed CTCC amendments. The City of Cypress relies on its General Plan Noise Element to provide goals and policies in relation to noise.

Safety Compatibility

Adoption of the CTCC amendments would not result in impacts related to safety hazards in the vicinity of airports, as the CTCC does not entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development.

Any future development within the CTCC would be required to comply with all appropriate FAA standards and requirements, including notifying the FAA of any proposed structure(s) that would penetrate the 100 to 1 imaginary surface that surrounds the runways at JFTB Los Alamitos to ensure that potential aviation hazards area avoided. At such time that a development proposal is considered, that project would be subject to adopted development guidelines and standards. If project specific environmental evaluation is required, any impacts identified with the proposed development project would be address through compliance with applicable regulations and mitigation measures specific to any potentially significant impacts imposed as part of the environmental review process.

Height Restrictions

The proposed CTCC amendments do not include any changes to height restrictions. Further, the proposed CTCC amendments do not entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development. Any future development within the CTCC would be required to comply with AELUP Subsection 3.2.6 (Height Restriction Zone) and applicable FAA regulations.



CITY OF CYPRESS

**PROPOSED AMENDMENTS
TO THE CYPRESS TOWN CENTER AND COMMONS SPECIFIC PLAN
JUNE 2024**

**ATTACHMENT 6
MAXIMUM HEIGHT REGULATIONS**

3.2.3 Development Standards

See Table 3-1 below.

Table 3-1
RESIDENTIAL DEVELOPMENT STANDARDS

	Single-Family Detached - Lots within 100 Feet of Cerritos Avenue Right of Way	Single-Family Detached - Lots More than 100 Feet from Cerritos Avenue Right of Way	Single-Family Attached
Minimum Parcel Size	6,000 square feet	3,600 square feet	5,000 square feet
Maximum Allowable Density	5 dwelling units/gross acre	8 dwelling units/gross acre	10 dwelling units/gross acre
Minimum Parcel Width	50 feet	30 feet	50 feet
Minimum Parcel Depth	90 feet	40 feet	60 feet
Maximum Structure Height ⁽¹⁾	35 feet and 2 stories	35 feet and 2 stories	35 feet and 2 stories
Setbacks⁽²⁾			
Minimum Front Setback, Single-Story ⁽³⁾	20 feet	10 feet	10 feet from edge of private driveway
Minimum Front Setback, Second-Story	25 feet	10 feet	10 feet from edge of private driveway
Minimum Interior Side Setback, Single-Story	5 feet ⁽⁴⁾	No minimum	0 feet on one side, shall maintain compliance with minimum distance between structures
Minimum Interior Side Setback, Second-Story	10 feet ⁽⁴⁾	5 feet	0 feet on one side, shall maintain compliance with minimum distance between structures
Minimum Street Side Setback, Single-Story	10 feet	10 feet	10 feet
Minimum Street Side Setback, Second-Story	15 feet	10 feet	10 feet
Minimum Rear Setback	10 feet	10 feet	10 feet
Maximum Lot Coverage, Single-Story Structure	60%	60%, excluding common private drives	60%, excluding common private drives
Maximum Lot Coverage, Two-Story Structure	40%	40%, excluding common private drives	50%, excluding common private drives
Minimum Dwelling Unit Size	1,100 square feet	1,100 square feet	1,000 square feet
Minimum distance between structures on the same parcel, where neither structure exceeds 15 feet in height	10 feet	10 feet	10 feet

18. Post offices
19. Public utilities, including, but not limited to substations, reservoirs and pumping stations
20. Restaurants, fast food, with or without drive-through service, or with outdoor seating
21. Restaurants with alcohol sales
22. Raising of horses (this use shall no longer be permitted following the complete, voluntary and permanent closure of Los Alamitos Race Course)
23. Horse race tracks (this use shall no longer be permitted following the complete, voluntary and permanent closure of Los Alamitos Race Course)
24. Riding academies or stables (this use shall no longer be permitted following the complete, voluntary and permanent closure of Los Alamitos Race Course)
25. Any other use that the Director of Community Development finds is consistent with the purpose and intent of this Section, and similar to the listed conditionally permitted uses and compatible with these uses, subject to appeal to the City Council.

3.3.3 Prohibited Uses

1. Warehousing, wholesaling and distribution facilities.

3.3.4 Development Standards

1. Minimum Parcel Area: 10,000 square feet.
2. Minimum Parcel Depth: No minimum.
3. Minimum Parcel Width: 50 feet.
4. Maximum Parcel Coverage by Structures: No maximum.
5. Maximum number of multi-family dwelling units in Town Center District, including live/work units: 250 units.
6. Maximum Structure Height: 75 feet, excluding any roof-mounted equipment and/or architectural details.
7. Setbacks:
 - a. Minimum front setback: No minimum.
 - b. Minimum street side setback: 10 feet from streets.
 - c. Minimum interior side setback: No minimum.
 - d. Minimum rear setback: No minimum.
 - e. A multi-family residential building shall be set back a minimum of 10 feet from non-residential buildings.
8. Minimum driveway width for 2-way traffic: 24 feet.
9. Mechanical Equipment

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

13. Day care homes, large
14. Day care homes, small
15. Group homes
16. Residential care homes, small
17. Schools-K-12, public
18. Swimming pools
19. Nature preserves
20. The permitted uses set forth in Section 3.7.1, below, for the Public Park District
21. Public and private utility substations, reservoirs, or pumping plants, not including offices.

3.4.4 Medium-Density Residential Uses Permitted Subject to a Conditional Use Permit

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

1. Accessory structures over 15 feet in height
2. Detached condominiums, townhouses, or condominium conversions
3. Density bonuses
4. Dormitories
5. Assisted living and memory care facilities
6. Churches
7. Community care, large
8. Convalescent/rest homes
9. Day care centers
10. Residential care homes, large
11. Schools-K-12, private
12. Tennis courts, private
13. Raising of horses (this use shall no longer be permitted following the complete, voluntary and permanent closure of Los Alamitos Race Course)
14. Horse race tracks (this use shall no longer be permitted following the complete, voluntary and permanent closure of Los Alamitos Race Course)
15. Riding academies or stables (this use shall no longer be permitted following the complete, voluntary and permanent closure of Los Alamitos Race Course).

3.4.5 Prohibited Uses

1. Warehousing, wholesaling and distribution facilities.

3.4.6 Senior Housing Development Standards

1. Minimum parcel size: 10,000 square feet (this requirement relates to the development parcel, not to individual lots).
2. Minimum parcel depth: 100 feet (this requirement relates to the development parcel, not to individual lots).
3. Minimum parcel width: 100 feet (this requirement relates to the development parcel, not to individual lots).
4. Maximum allowable density: 20 dwelling units/gross acre, provided that an assisted living or memory care facility shall not be considered a multi-family dwelling and no portion of any such facility shall constitute dwelling units.

5. **Maximum structure height: 35 feet.**
6. Minimum dwelling unit size:
 - a. One bedroom: 500 square feet.
 - b. Two bedrooms: 700 square feet.
 - c. Three (+) bedrooms: 900 square feet.
7. Minimum Open Space: 300 square feet per dwelling unit, provided that any or all of such open space (a) may be common, private or public and (b) shall include balconies, patios and any land occupied by recreational structures or improvements.
8. Driveway widths:
 - a. 1 to 2 units: Minimum of 12 feet.
 - b. 3 or more units: Minimum of 20 feet.
9. Minimum landscaped open space: 25 percent.
10. Parcel Coverage and Distance Between Structures:
 - a. The maximum parcel coverage by structures shall not exceed 60 percent.
 - b. The minimum distance between structures on the same parcel, where neither structure exceeds 15 feet in height, shall be 6 feet. The minimum distance between structures on the same parcel, where one or both structures exceed 15 feet in height, shall be 10 feet. The foregoing requirements shall not apply to structures that are physically connected to one another.
11. Setbacks:
 - a. Front: 10 feet.
 - b. Rear: 5 feet.
 - c. Side (interior, each): 5 feet; two story – 10 feet.
 - d. Street side: 10 feet.

3.4.7 Medium-Density Residential Development Standards

1. Minimum parcel size: 10,000 square feet.
2. Minimum parcel depth: 100 feet.
3. Minimum parcel width: 100 feet.
4. Maximum allowable density: 15 dwelling units/gross acre.
5. **Maximum structure height: 35 feet** and 2 stories, provided that a roof deck shall not be considered a story.
6. Minimum dwelling unit size:
 - a. Bachelor: 450 square feet.
 - b. One bedroom: 600 square feet.
 - c. Two bedrooms: 750 square feet.
 - d. Three (+) bedrooms: 900 square feet.
7. Minimum landscaped open space: An average of 400 square feet per dwelling unit, provided that any or all of such open space (a) may be common, private or public and (b) shall include balconies, patios and any land occupied by recreational structures or improvements.
8. Driveway widths:
 - a. 1 to 2 units: Minimum of 12 feet.
 - b. 3 or more units: Minimum of 24 feet.

3.9 Tree Replacement

Existing trees within the Specific Plan Area may be removed, provided that any such proposed tree removal for a development project shall be described in the site plan review application for such project for informational purposes. If any such trees are removed, such trees will be replaced onsite with an equivalent number of specimen trees (48" box or larger) to be planted as part of the landscaping for the applicable development project. These replacement trees shall be planted in addition to normal tree planting requirements.

3.10 Building Height Notification/Restriction

The Specific Plan Area is located in proximity to the Joint Forces Training Base, Los Alamitos (JFTB), which is governed by the Airport Environs Land Use Plan (AELUP) for the JFTB. The Planning Area for the JFTB in the AELUP includes the area that lies above or penetrates the 100:1 Imaginary Surface, which is graphically shown in Appendix D to the AELUP, as well as Exhibit SAF-7 in the Safety Element of the City's General Plan. As those graphics reflect, a portion of the Specific Plan Area is located within the area where the construction of improvements could potentially penetrate the 100:1 Imaginary Surface, which would require notification to the Federal Aviation Administration and could result in a reduction in the height of proposed improvements.



CITY of CYPRESS

5275 Orange Avenue, Cypress, California 90630

Phone 714-229-6700 www.cypressca.org

May 31, 2024

Julie Fitch, Interim Executive Officer
Airport Land Use Commission
3160 Airway Avenue
Costa Mesa, CA 92626

Subject: City of Cypress, General Plan Land Use Element Amendments

Dear Ms. Fitch,

Pursuant to Section 4.3 (Amendments to General Plans and Specific Plans [Zoning]) of the Airport Environs Land Use Plan (AELUP) for Joint Forces Training Base (JFTB) Los Alamitos, the City of Cypress (City) requests that the Airport Land Use Commission (ALUC) review the City's proposed General Plan Land Use Element amendments at its June 15, 2024 meeting.

The City's 2021-2029 Housing Element was certified by the California Department of Housing and Community Development on September 9, 2022. To accommodate the City's State-mandated Regional Housing Needs Assessment (RHNA), the Housing Element sites inventory allocated an additional 676 housing units within the Cypress Town Center and Commons 2.0 Specific Plan (CTCC) area. The proposed CTCC amendments have been provided to the ALUC under a separate submittal. The proposed General Plan amendments are limited to ensuring consistency between the amended CTCC and the General Plan and include updating references to various CTCC districts and eliminating an outdated table.

No changes in the maximum building height standards are proposed. Additionally, the General Plan amendments do not propose or approve any specific development projects. If you have any questions, please contact me at (714) 229-6720.

Sincerely,
City of Cypress

Alicia Velasco
2024.05.28
14:32:38 -07'00'

Alicia Velasco
Planning Director

Enclosures:

1. Completed Submittal Form
2. Proposed General Plan Land Use Element amendments with strikethrough/underline
3. Figure 1: Proposed CTCC densities within the Notification Area/Planning Area
4. Figure 2: Proposed CTCC densities in relation to noise contours for JFTB
5. Figure 3: Proposed CTCC densities in relation to Airport Safety Zones
6. Figure 4: Proposed CTCC densities in relation to Obstruction Imaginary Surfaces
7. Noise Policies
8. Explanation of consistency with AELUP Standards
9. Maximum Height Regulations



CITY OF CYPRESS

**PROPOSED AMENDMENTS
TO THE LAND USE ELEMENT OF THE CYPRESS GENERAL PLAN
JUNE 2024**

**ATTACHMENT 1
COMPLETED SUBMITTAL FORM**



AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

SUBMITTAL FORM: GENERAL PLAN • SPECIFIC PLAN • ZONING CODE

1. Name of City or County: City of Cypress, Orange County
2. Contact Information - Name/Title Alicia Velasco, Planning Director
Agency: City of Cypress
Address: 5275 Orange Ave., Cypress CA 90630
Phone/email: 714-229-6720/avelasco@cypressca.org
3. Airport Planning Area(s):
 John Wayne Airport Fullerton Municipal Airport JFTB - Los Alamitos
4. Item being submitted for review (submit each item separately): General Plan Amendment
Name of General Plan Element, Specific Plan or Planned Community: Land Use Element
5. Scheduled date of Planning Commission Public Hearing: N/A
6. Tentative date of City Council/Board of Supervisors Public Hearing: 7/8/2024
7. Requested date of ALUC Review: June 15
(Complete submittals must be received by the first day of the month for the next meeting).
8. Does the item submitted propose a change of land use or heights within the airport Notification/Planning Area*? No (skip items # 9-12). Yes (continue below).
9. Does the item propose a change of land use within the 60 CNEL or 65 CNEL noise contours of the airport(s)*? Please attach an exhibit showing location(s) of the proposed new uses in relation to noise contours.
10. Are noise policies or mitigation measures identified in the proposed item or elsewhere in the General Plan? No Yes - Please attach pages with current (and proposed if applicable) noise policies/mitigation measures highlighted.
11. Does the item submitted propose a change of land use within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the airport*? No Yes - Please attach exhibit showing location(s) of proposed uses.
12. Does the item submitted propose a change of land use within the Obstruction Imaginary Surfaces*? No Yes
13. Please indicate current (75 feet) and proposed (75 feet – no change) maximum heights allowed.

Continued on next page.

SUBMITTAL CHECKLIST: General Plan · Specific Plan · Zoning Code

- Cover letter on City/County letterhead.
- Completed Submittal Form.
- Link to existing <https://www.cypressca.org/home/showpublisheddocument/668/636123114412030000> and proposed https://netorgft798808-my.sharepoint.com/:b:/g/personal/lvanderneut_annealgroup_com/EYBj629kw1FIIM4jrmKPKXMBv8GOSlrzw6SSx14mRYCoOw?e=yuzSQC General Plan Element, Specific Plan or Zoning Code for this submittal.
- Attachment showing proposed changes to General Plan Element, Specific Plan or Zoning Code Section(s) with strikethrough/underline.
- Exhibit showing location(s) of proposed new uses within the Notification Area/Planning Area for airport(s).
- Exhibit showing location(s) of proposed new uses in relation to noise contours for airport(s).
- Exhibit showing location(s) of proposed new uses in relation to Airport Safety Zones.
- Exhibit showing location(s) of proposed new uses in relation to the Obstruction Imaginary Surfaces.
- Attachment showing current and proposed noise policies/mitigation measures.
- Explanation of how the General Plan, Specific Plan, or Zoning Code address the AELUP standards for noise impact, safety compatibility, and height restriction zones.
Click or tap here to enter text.
- Describe height and density changes in cover letter and attach pages of General Plan, Specific Plan and/or Zoning Code where maximum heights are specified.

*For airport planning/notification areas, noise contours, safety zones and obstruction imaginary surfaces see Appendix D of the applicable Airport Environs Land Use Plan (AELUP) at: <https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/>

Noise sensitive uses include but are not limited to community facilities such as: churches, libraries, schools, preschools, day-care centers, hospitals, and nursing/convalescent homes.

Mail or Email Submittal Form, Checklist and attachments to: Airport Land Use Commission for Orange County,
Attn: Executive Officer, 3160 Airway Avenue, Costa Mesa, CA 92626 / Phone: (949) 252-5170
ALUCinfo@ocair.com



CITY OF CYPRESS

**PROPOSED AMENDMENTS
TO THE LAND USE ELEMENT OF THE CYPRESS GENERAL PLAN
JUNE 2024**

**ATTACHMENT 2
PROPOSED AMENDMENTS (additions in bold underline, changes in bold
strikethrough)**

A. Technical Conforming Amendments to the General Plan.

The General Plan is amended as set forth below to ensure that the new is consistent with the General Plan. Text to be inserted into the General Plan in the number sections below is indicated in **bold underlined** type. Text to be deleted from the General Plan in the numbered sections below is indicated in ~~**bold strikethrough**~~ type. Text in standard, bold, or italic type which currently appears in that fashion in the General Plan remains unchanged by this Initiative.

1. The Subsection titled "Cypress Town Center and Commons Specific Plan 2.0" of the Section entitled "Relationship of Existing Plans and Programs to Citywide Economic Development Efforts" on page LU-8 of the Land Use Element (page LU-8) shall be amended to read as follows:

Cypress Town Center and Commons Specific Plan 32.0. The Cypress Town Center and Commons Specific Plan 2.0 was established to provide a master plan and regulatory framework for the use and development of approximately 155 acres of land, including the land on which Los Alamitos Race Course currently operates and portions of the former Cypress Golf Club. The land use plan in this Specific Plan establishes six land use districts, including a ~~**17.5-acre mixed-use (town center/HDR)**~~ district, a ~~**17-acre**~~ public park district, together with a ~~**3-acre**~~ public park overlay, a ~~**73.6-acre**~~ residential district, a ~~**24.1-acre**~~ senior housing/medium-density residential district, a ~~**15-acre**~~ mixed-use (town center/MDR) district, and a ~~**4.2-acre mixed-use (town center/SFR/MDR) medium density residential**~~ district. ~~**This Specific Plan supersedes and replaces the Amended and Restated Cypress Business Park and Professional Center Specific Plan with respect to the land within the six land use districts established by this Specific Plan.**~~ The implementation of this Specific Plan will be a catalytic project for economic development in the City.

2. The Section titled "RACE TRACK" on page LU-11 of the Land Use Element shall be amended to read as follows:

The 129-acre Los Alamitos Race Course is located in the southwestern portion of the City and is home to quarter horse and thoroughbred racing. The Los Alamitos Race Course will function as a significant recreational resources until such time as the Race Course site is redeveloped in accordance with the Cypress Town Center and Commons Specific Plan **32.0**, which redevelopment will include substantial public park space that will be a valuable new recreation resource for the City.

3. The following Table LU-8.1 titled "Cypress Town Center and Commons Specific Plan" is hereby deleted:

**Table LU-8.1
 CYPRESS TOWN CENTER AND COMMONS SPECIFIC PLAN**

Land Use District	Approximate Area (Acres)	Land Use Designation	FAR⁽⁴⁾	Residential Units	Potential Development Capacity (sq. ft.)
Town Center	17.5	Specific Plan	0.6:1	250	457,380
Public Park	17.0 ⁽²⁾	Specific Plan	-	-	-
Residential	73.6	Specific Plan	-	1,000 (aggregate total for Residential, Senior Housing/ Medium-Density Residential, Mixed-Use (Town Center/MDR) and Mixed-Use (Town Center/SFR/MDR) Districts)	-
Senior Housing/Medium-Density Residential	24.1	Specific Plan	-		-
Mixed-Use (Town Center/MDR)	15.0	Specific Plan	0.6:1		392,040
Mixed-Use (Town Center/ SFR/MDR)	4.2	Specific Plan	0.6:1		109,771
Roads	3.0	Specific Plan	-	-	-
Total:	154.4			1,250	959,191
Notes:					
(1) <i>The maximum floor area ratio (FAR) allowed on any development parcel is 1.0:1.</i>					
(2) <i>The minimum amount of public park space within the Specific Plan Area shall be 20 acres. In addition to the 17 acres of public park space within the Public Park District, a 3-acre public park has been designated as a land use overlay within the Town Center District, provided that this additional required public park space may be located (a) in any Land Use District or multiple Land Use Districts and (b) adjacent to one or both of the Public Park Districts in order to increase the size of the public parks that will be developed there.</i>					
Source: Cypress Town Center and Commons Specific Plan 2.0, 2017.					



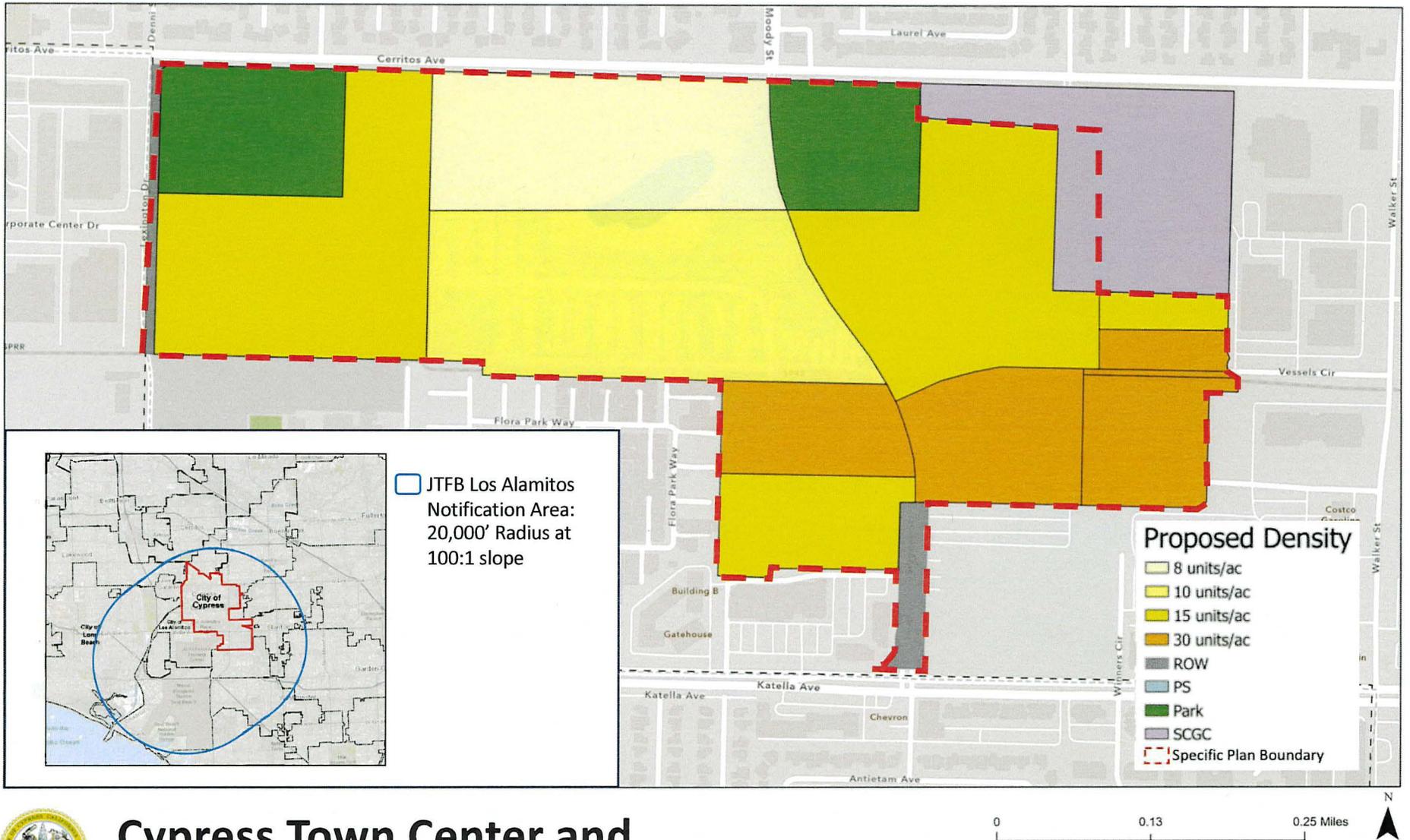
CITY OF CYPRESS

PROPOSED AMENDMENTS TO THE LAND USE ELEMENT OF THE CYPRESS GENERAL PLAN JUNE 2024

ATTACHMENT 3

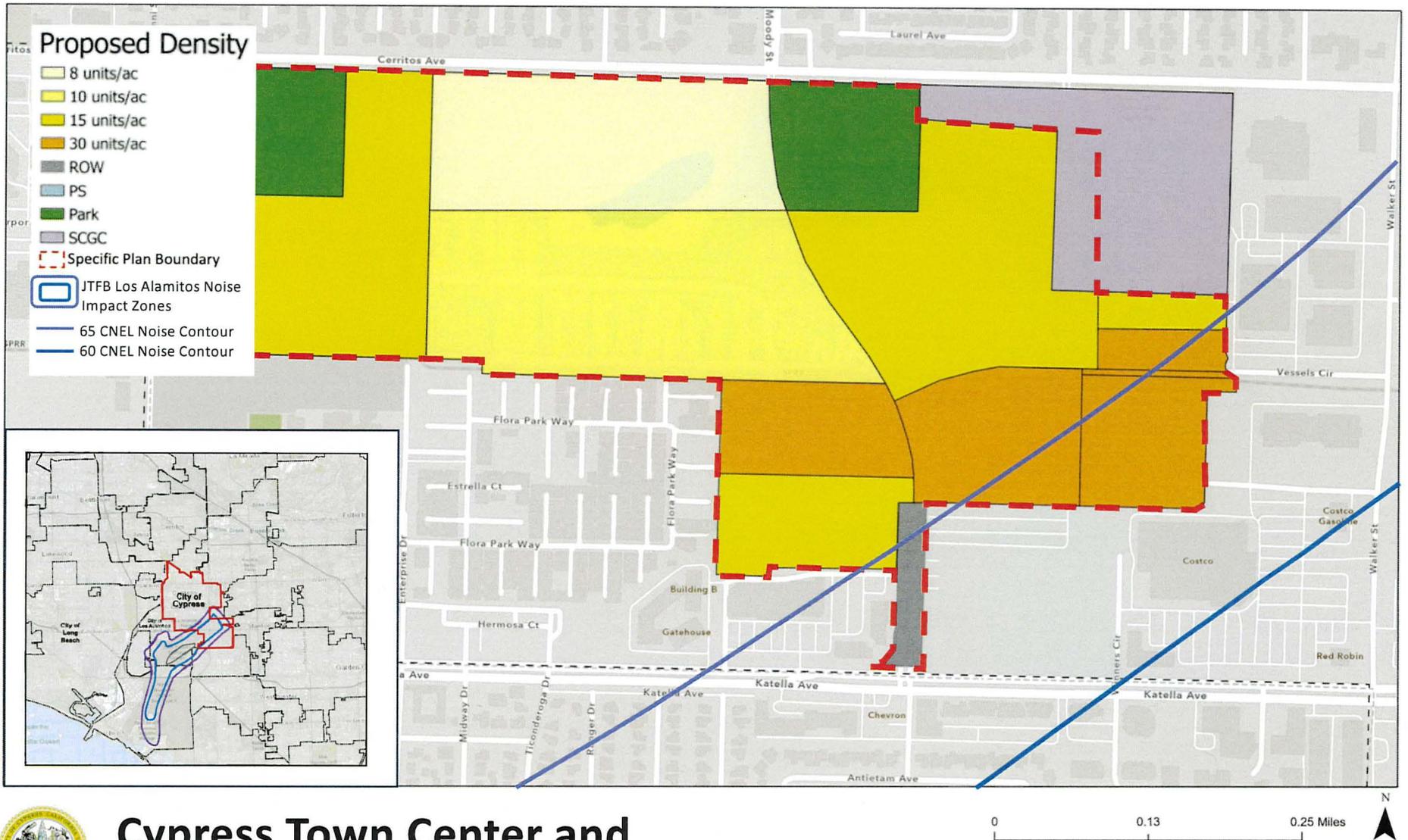
- FIGURE 1: Proposed CTCC densities within the Notification Area/Planning Area**
- FIGURE 2: Proposed CTCC densities in relation to noise contours for JFTB**
- FIGURE 3: Proposed CTCC densities in relation to Airport Safety Zones**
- FIGURE 4: Proposed CTCC densities in relation to Obstruction Imaginary Surfaces**

NOTE: Cypress City limits are entirely within the Notification Area for JTFB Los Alamitos



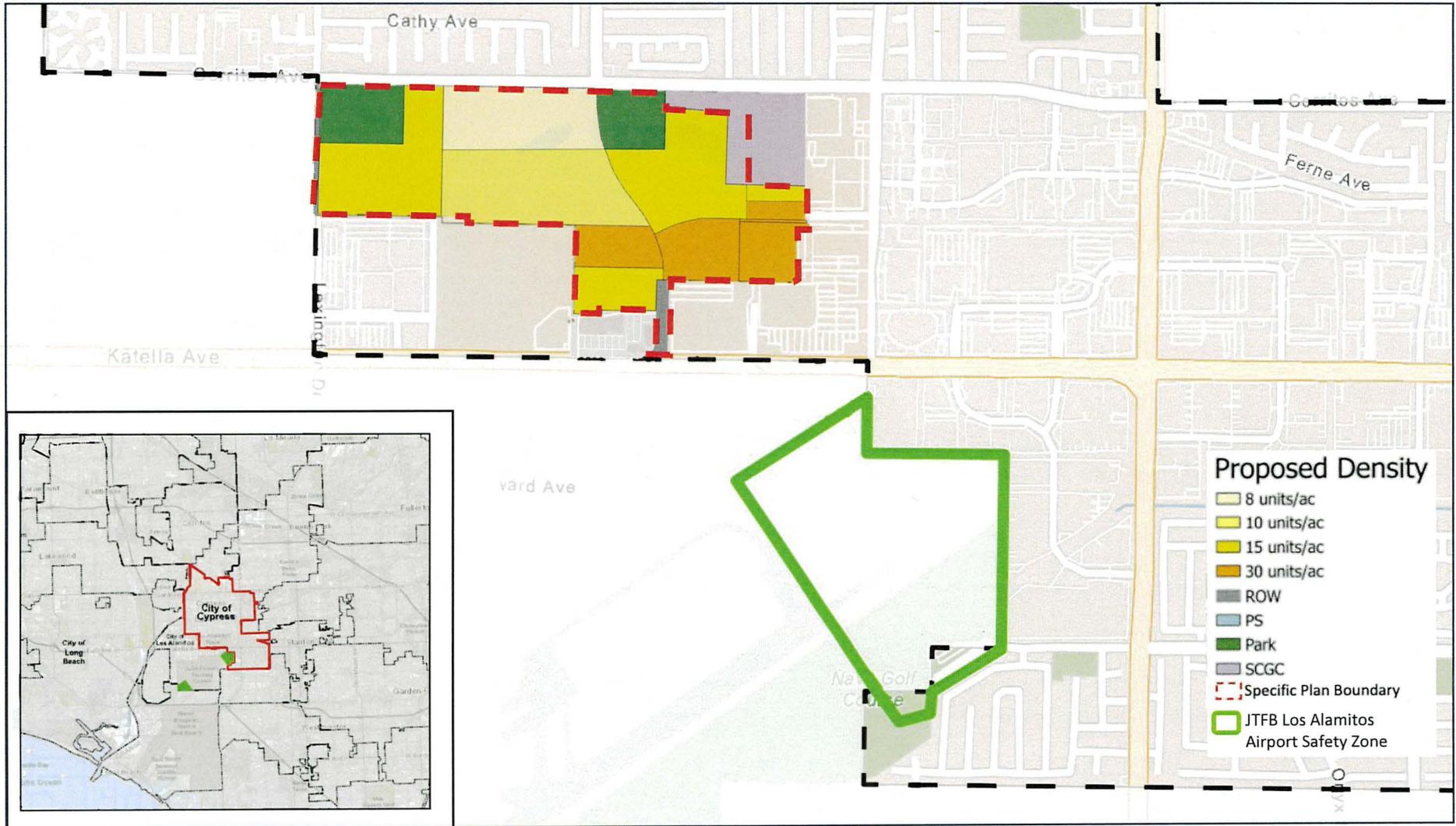
Cypress Town Center and Commons Specific Plan

Figure 1: JTFB Los Alamitos Notification Area



Cypress Town Center and Commons Specific Plan

Figure 2: JTFB Noise Impact Zones



Cypress Town Center and Commons Specific Plan

Figure 3: JTFB Airport Safety Zones



Cypress Town Center and Commons Specific Plan

Figure 4: Obstruction Imaginary Surfaces



CITY OF CYPRESS

**PROPOSED AMENDMENTS
TO THE LAND USE ELEMENT OF THE CYPRESS GENERAL PLAN
JUNE 2024**

**ATTACHMENT 4
CITY OF CYPRESS NOISE POLICIES
(No changes are proposed.)**

- Limit delivery hours for commercial and industrial uses with loading areas or docks fronting, siding, bordering, or gaining access on driveways adjacent to noise-sensitive areas. Exemption from this restriction shall be based solely on attaining full compliance with the nighttime noise limits of the noise ordinance.

STANDARD NOISE ATTENUATION TECHNIQUES

Noise reduction can be accomplished by placement of walls, landscaped berms, or a combination of the two, between the noise source and the receiver. Generally, effective noise shielding requires a solid barrier with a mass of at least four pounds per square foot of surface area which is large enough to block the line of sight between source and receiver. Variations may be appropriate in individual cases based on distance, nature and orientation of buildings behind the barrier, and a number of other factors. Garages or other buildings may be used to shield dwelling units and outdoor living areas from traffic noise.

In addition to site design techniques, noise insulation can be accomplished through proper design of buildings. Nearby noise generators should be recognized in determining the location of doors, windows and vent openings. Sound-rated windows (extra thick or multi-paned) and wall insulation are also effective. None of these measures, however, can realize their full potential unless care is taken in actual construction: doors and windows fitted properly; openings sealed; joints caulked; plumbing adequately insulated from structural members. And, of course, sound-rated doors and windows will have little effect if left open. This may require installation of air conditioning for adequate ventilation. The chain of design, construction and operation is only as effective as its weakest link.

Noise impacts can be reduced by insulating noise sensitive uses, such as residences, schools, libraries, hospitals, nursing and carehomes and some types of commercial activities. But perhaps a more efficient approach involves limiting the level of noise generation at the source. State and Federal statutes have largely preempted local control over vehicular noise emissions but commercial and industrial operations and certain residential activities provide opportunities for local government to assist in noise abatement. Local ordinances may establish maximum levels for noise generated on-site. This usually takes the form of limiting the level of noise permitted to leave the property where it may impact other uses.

Although vehicular noise emissions standards are established at the State and Federal levels, local agencies can play a significant part in reducing traffic noise by controlling traffic volume and congestion. Traffic noise is greatest at intersections due to acceleration, deceleration and gear shifting. Measures such as signal synchronization can help to minimize this problem. Likewise, reduction of congestion aids in reduction of noise. This can be accomplished through the application of traffic engineering techniques such as channelization of turning movements, parking restrictions, separation of modes (bus, auto, bicycle, pedestrian) and restrictions on truck traffic.

GOALS AND POLICIES

TRANSPORTATION NOISE CONTROL

- N-1: Reduce noise impacts from transportation noise sources.
 - N-1.1: Require construction of barriers to shield noise-sensitive uses from excessive noise.

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

NOISE AND LAND USE PLANNING INTEGRATION

NOISE AND LAND USE PLANNING INTEGRATION

- N-2: Incorporate noise considerations into land use planning decisions.
 - N-2.1: Establish targeted limits of noise for various land uses throughout the community, in accordance with Table N-2.
 - N-2.2: Ensure acceptable noise levels near schools, hospitals, convalescent homes, churches, and other noise-sensitive areas, in accordance with Table N-1.
 - N-2.3: Establish standards for all types of noise not already governed by local ordinances or preempted by State or federal law.
 - N-2.4: Require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary.
 - N-2.5: Discourage and, if necessary, prohibit the exposure of noise-sensitive land uses to noisy environments.
- N-3: Minimize noise spillover from commercial uses into nearby residential neighborhoods.
 - N-3.1: Enforce the 65 dB(A) State standard for exterior noise levels for all commercial uses.
 - N-3.2: Require that a minimum of 15 feet be landscaped as a buffer between a commercial or mixed use structure and an adjoining residential parcel.

- N-3.3: Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.
- N-3.4: Truck deliveries within the City to commercial and industrial properties abutting residential uses shall fully comply with the City's Noise Ordinance.
- N-4: Minimize the noise impacts associated with the development of residential units above ground floor commercial uses in mixed use developments.
 - N-4.1: Require that commercial uses developed as part of a mixed use project (with residential uses) not be noise-intensive.
 - N-4.2: Require that mixed use structures be designed to prevent transfer of noise and vibration from the commercial to the residential use.
 - N-4.3: Orient mixed use residential units away from major noise sources.
 - N-4.4: Locate balconies and openable windows of residential units in mixed use projects away from the primary street and other major noise sources.

NON-TRANSPORTATION NOISE CONTROL

- N-5.0: Develop measures to control non-transportation noise impacts.
 - N-5.1: Review the City's existing noise ordinance and revise as necessary to better regulate noise-generating uses.
 - N-5.2: Continue to enforce the Noise Ordinance and make the public more aware of its utility.
 - N-5.3: Where possible, resolve existing and potential conflicts between various noise sources and other human activities.
 - N-5.4: Reduce noise generated by building activities by requiring sound attenuation devices on construction equipment.
 - N-5.5: Establish and maintain coordination among the agencies involved in noise abatement.



CITY OF CYPRESS

**PROPOSED AMENDMENTS
TO THE LAND USE ELEMENT OF THE CYPRESS GENERAL PLAN
JUNE 2024**

**ATTACHMENT 5
EXPLANATION OF CONSISTENCY WITH AELUP STANDARDS**

CONSISTENCY WITH THE ORANGE COUNTY AIRPORT LAND USE COMMISSION'S AIRPORT ENVIRONS LAND USE PLAN (AELUP) FOR THE JOINT FORCES TRAINING BASE (JFTB) LOS ALAMITOS

The proposed General Plan Land Use Element amendments are limited to ensuring consistency between the General Plan and the proposed CTCC amendments (provided under a separate submittal). The amendments consist of updating references to CTCC districts for consistency with the proposed CTCC amendments and elimination of an outdated table. As shown in Figure 1, the entire City of Cypress, including the Cypress Town Center and Commons Specific Plan (CTCC) Area, is within the Federal Aviation Administration's (FAA) Part 77 Notification Area for the Joint Forces Training Base (JFTB) Los Alamitos. As shown in Figure 2, no portion of the CTCC planning area is within the 65 Community Noise Equivalent Level (CNEL) noise contours for JFTB Los Alamitos; however, a portion of the CTCC is within the 60 CNEL noise contours. As shown in Figure 3, the CTCC planning area is located outside of the JFTB Los Alamitos Airport Safety Zone. The majority of the City of Cypress is located within an AELUP height restriction zone for JFTB, with the exception of the northernmost part of the City. As shown in Figure 4, the entire CTCC planning area is within an AELUP height restriction zone.

Noise Impact

There are no proposed noise policies or mitigation measures in the proposed Land Use Element amendments. The City of Cypress relies on its General Plan Noise Element to provide goals and policies in relation to noise.

Safety Compatibility

Adoption of the Land Use Element amendments would not result in impacts related to safety hazards in the vicinity of airports, as the Land Use Element does not entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development.

Any future development would be required to comply with all appropriate FAA standards and requirements, including notifying the FAA of any proposed structure(s) that would penetrate the 100 to 1 imaginary surface that surrounds the runways at JFTB Los Alamitos to ensure that potential aviation hazards are avoided. At such time that a development proposal is considered, that project would be subject to adopted development guidelines and standards. If project specific environmental evaluation is required, any impacts identified with the proposed development project would be addressed through compliance with applicable regulations and mitigation measures specific to any potentially significant impacts imposed as part of the environmental review process.

Height Restrictions

The proposed Land Use Element amendments do not include any changes to height restrictions. Further, the proposed amendments do not entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development.

Any future development would be required to comply with AELUP Subsection 3.2.6 (Height Restriction Zone) and applicable FAA regulations.



CITY OF CYPRESS

PROPOSED AMENDMENTS TO THE LAND USE ELEMENT OF THE CYPRESS GENERAL PLAN JUNE 2024

ATTACHMENT 6 MAXIMUM HEIGHT REGULATIONS

Note: The Land Use Element does not include height regulations other than to require consistency with the AELUP for JFTB Los Alamitos. Therefore, no height regulations are included with this submittal. Existing height regulations for the Cypress Town Center and Specific Plan are included under a separate submittal to the ALUC (no changes to height are proposed).