



4.10 LAND USE AND PLANNING

This section describes the existing land uses on the Cypress City Center project (proposed project) site and in its vicinity, and evaluates the compatibility of the proposed project with surrounding land uses and relevant policy and planning documents. The consistency analysis presented in this section was prepared in compliance with *State CEQA Guidelines* Section 15125(d). Information presented in this section is based on information provided in the City of Cypress (City) General Plan, the Cypress Business and Professional Center Specific Plan (Specific Plan; last amended in 2012), the City's General Plan Land Use Map, the City's Zoning Code (2019), the City's Zoning Map. In addition, pursuant to *State CEQA Guidelines* Section 15125(d), this Environmental Impact Report (EIR) evaluates the proposed project's consistency with other applicable planning documents as they relate to specific topical sections within Chapter 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures.

4.10.1 Methodology

The impact analysis presented in this Land Use and Planning section evaluates potential physical impacts of the proposed project on land use compatibility and considers whether the proposed project would result in potential inconsistencies with relevant plans or policies contained in applicable planning documents adopted by the City and other agencies. Neither CEQA nor the *State CEQA Guidelines* set forth standards for determining whether or not a project is consistent with an applicable plan; rather, the final determination that a project is consistent or inconsistent with an applicable plan is made by the Lead Agency when it acts on the project. The analysis in this Draft EIR discusses the findings of policy review and is meant to provide a guide for decision-makers during policy interpretation.

A project's inconsistency with a plan or policy is only considered significant if such inconsistency would result in a significant physical environmental impact (per *State CEQA Guidelines* Section 15382). This EIR section determines whether or not the proposed project would conflict with any adopted land use policies or programs and whether mitigation is feasible. Under this approach, a policy or program conflict is not in and of itself considered a significant environmental impact. An inconsistency between the proposed project and an applicable plan is a legal determination that may or may not indicate the likelihood of an environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse.

4.10.2 Existing Environmental Setting

The project site is in the southern portion of the City of Cypress, California, which in the northwest portion of the County. As illustrated in Figure 3.2, Project Vicinity Land Uses, in Chapter 3.0, Project Description, of this EIR, the project site is on the northwest corner of Katella Avenue and Winners Circle in Cypress. The project site is rectangular in shape and consists of five parcels (Assessor's Parcel Numbers [APNs] 241-091-22, -23, -24, -25, and -26) totaling approximately 13 acres. In its existing setting, the project site is characterized by a paved parking lot, with existing light poles and various electrical utility boxes and lines. The edge condition along Katella Avenue and a portion of Siboney Street has been improved with a public sidewalk, fencing, and ornamental landscaping. The edge condition along Winners Circle has been improved with a public sidewalk and driveway access points, with no landscaping.



Temporary existing uses on the project site include vehicle parking during events at the nearby Los Alamitos Race Course. Other short-term uses include a Christmas tree lot and a truck staging area. Local businesses have leased the project site on a temporary basis from time to time for auxiliary truck and trailer storage.

Figure 3.2 also shows that the project site is surrounded by a variety of racetrack, office, business park, commercial and retail services, and residential land uses as well as several religious facilities. Specifically, land uses surrounding the project site include the Los Alamitos Race Course to the north of the project site. Northeast of the site is a Goodwill Donation Center and Cypress Corporate Park. East of the site, beyond Winners Circle, are commercial and retail services, including a Costco warehouse outlet and restaurant uses. Katella Avenue, a six-lane arterial roadway, borders the project site to the south. Uses to the south of Katella Avenue include commercial and office and business park uses in the City of Los Alamitos. A commercial center consisting of restaurant and commercial services uses, a 24 Hour Fitness and a Marriott Hotel are to the west. The Barton Place Residential Project (now known as Ovation at Flora Park), and the Seventh-Day Adventist Church are immediately west of the commercial center.

4.10.3 Regulatory Setting

4.10.3.1 Federal Regulations

There are no federal regulations applicable to land use and planning.

4.10.3.2 State Regulations

California State Planning and Zoning Law. This law, which is codified in California Government Code sections 65000-66037, delegates most of the State's local land use and development decisions to cities and counties. The California Government Code establishes specific requirements pertaining to the regulation of land uses by local governments, including general plan requirements, specific plans, subdivisions, and zoning. California Government Code Section 65302 requires that all California cities and counties include the following seven elements in their general plan:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

Cities and counties in the San Joaquin Air Pollution Control District must also address air quality in their general plans. Cities and counties that have identified disadvantaged communities must also address environmental justice in their general plans, including air quality.¹

¹ Senate Bill 1000 (SB 1000), adopted in 2016 requires both cities and counties that have disadvantaged communities to incorporate environmental justice (EJ) policies into their general plans, either in a separate EJ element or by integrating related goals, policies, and objectives throughout the other elements. This update, or revision if the local government already has EJ goals, policies, and objectives, must happen "upon the adoption or next revision of two or more elements concurrently on or after January 1, 2018."



Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375). This statute requires California’s regional planning agencies to include a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy in their Regional Transportation Plans (RTP). Senate Bill 375 (SB 375) was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. Under the law, California’s regional planning agencies are required to include a Sustainable Communities Strategy (SCS) in their Regional Transportation Plans (RTP). The SCS provides a plan for meeting the regional emissions reduction targets established by the California Air Resources Board (ARB). If the emissions reduction targets cannot be met through the SCS, an Alternative Planning Strategy (APS) may be developed that shows how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures of policies. SB 375 also offers local governments regulatory and other incentives to encourage more compact new development and transportation alternatives.

The requirements of SB 375 are reflected in the 2016 RTP/SCS adopted by the Southern California Association of Governments (SCAG), which serves as the regional planning agency in the six-county metropolitan region composed of Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial Counties. The 2016–2040 RTP/SCS is discussed in further detail below.

4.10.3.3 Regional Regulations

The project site is covered by several planning documents and programs that have varying degrees of regulation over use of the project site. The following paragraphs explain regional regulations, plans, and policies applicable to the project site that are analyzed in this EIR section.

Southern California Association of Governments (SCAG). As discussed above, regional planning in Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial Counties is conducted by SCAG. SCAG is also the federally designated Metropolitan Planning Organization (MPO) for these six counties. As the designated MPO, SCAG is mandated by the federal government to research and prepare plans for transportation, a growth forecast, hazardous waste, and air quality. The growth forecast serves as the foundation of these plans. Of the various plans adopted by SCAG, the Regional Comprehensive Plan and the 2016–2040 RTP/SCS are relevant to the project.

Regional Transportation Plan/Sustainable Communities Strategy. On April 7, 2016, SCAG adopted the 2016–2040 RTP/SCS. The 2016–2040 RTP/SCS is a long-range planning document that provides a common foundation for regional and local planning, policymaking, and infrastructure goals in the SCAG region. The overall vision for the 2016–2040 RTP/SCS is to allow for compact communities that are connected by numerous public transit options, are more walkable, and are safe for bicyclists. By promoting more compact communities and improving the regional transit system, SCAG’s 2016–2040 RTP/SCS aims to reduce vehicular miles traveled and associated air quality and greenhouse gas emissions, promote active lifestyles, and fuel economic growth.

The 2016–2040 RTP/SCS establishes a number of initiatives aimed at improving the regional transit system and reducing automobile reliance in the SCAG planning area. Examples of these initiatives include promoting alternative modes of transportation and active transportation (e.g., bicycling and focusing new growth near transit and High Quality Transit Areas (HQTAs) and Livable Corridors).



HQTAs are defined as walkable transit villages or corridors within 0.5 mile of a well-served transit stop or transit corridor with a 15-minute or less service frequency during peak commuting hours. Livable corridors are defined as arterials characterized by a mix of higher-density residential uses, employment centers, active transportation, and alternative transportation modes. In addition, the 2016–2040 RTP/SCS aims to provide sustainable transportation options or residents of the region through the creation of Neighborhood Mobility Areas (NMAs). NMAs promote active transportation and encourage biking, walking, skateboarding, neighborhood electric vehicles, and senior mobility devices in place of automobile use. Overall, the 2016–2040 RTP/SCS aims to focus new growth around transit.

The following goals in the 2016–2040 RTP/SCS are applicable to the proposed project:¹

Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.

Goal 2: Maximize mobility and accessibility for all people and goods in the region.

Goal 3: Ensure travel safety and reliability for all people and goods in the region.

Goal 4: Preserve and ensure a sustainable regional transportation system.

Goal 5: Maximize the productivity of our transportation system.

Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).

Goal 7: Actively encourage and create incentives for energy efficiency, where possible.

Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.

4.10.3.4 Local Regulations

The City has preeminent decision-making authority regarding allowable land uses on the project site. As discussed in greater detail below, the City’s General Plan and Zoning Code both apply to the project site; however, the Specific Plan largely governs the permitted uses on, and development standards for, the project site.

City of Cypress General Plan. The City of Cypress General Plan contains goals, policies, and plans that are intended to guide land use and development decisions. The General Plan consists of a Land Use Map and the following eight elements, or chapters, which together fulfill the State requirements for a General Plan:

¹ Goal 9 of the 2016–2040 RTP/SCS relates to planning/policy actions to be taken by regional and local agencies; therefore, it does not apply to the project.



- Land Use Element
- Housing Element
- Circulation Element
- Conservation/Open Space/Recreation Element (satisfies the State’s Conservation and Open Space Element requirements)
- Safety Element
- Noise Element
- Air Quality Element (optional element not required by State law)
- Growth Management Element (optional element not required by State law)

The City of Cypress General Plan was last comprehensively updated by the City Council in September 2001. The Housing Element was last updated in January 2013.

At the heart of the General Plan is the Land Use Element (2001). This element presents the City’s goals and policies directing the long-term growth, development, and revitalization of the City. The Land Use Element serves as a guide to the allocation of land use in the City and has major impacts on key issues and subject areas examined in the other elements of the General Plan. The Land Use Map, which illustrates land uses within the City, is a primary feature of the Land Use Element. Land use designations indicate the type and nature of development that is allowed in a given location.

As shown on Figure 3.5, City of Cypress General Plan Land Uses, the Cypress General Plan Land Use Policy Map designates the project site as “Specific Plan Area” in recognition that the project site is subject to the Cypress Business and Professional Center Specific Plan (Specific Plan). The Specific Plan is discussed in further detail below.

The following goals and policies included in the General Plan are relevant to the proposed project:

- **Land Use Element**
 - **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.
 - **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-2.2:** Where residential/commercial mixed use is permitted, ensure compatible integration of adjacent uses to minimize conflicts.



- **Policy LU-2.4:** Mitigate traffic congestion and unacceptable levels of noise, odors, dust, and light and glare which affect residential areas and sensitive receptors, where feasible.
- **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-5:** Ensure that public facilities and services are available to accommodate development allowed under the General Plan and Zoning Ordinance.
 - **Policy LU-5.5:** Continue to make incremental improvements to the City's flood control and drainage system.
- **Goal LU-17:** Facilitate the expansion of the local serving retail sector.
 - **Policy LU-17.1:** Increase the fiscal benefits to the City by attracting new retail, restaurant and entertainment businesses that can better serve the local population and employment.
 - **Policy LU-17.2:** Target locations for new retail establishments in heavily traveled areas, such as along Lincoln Avenue and Valley View Street, as well as locations for a potential restaurant row.
- **Circulation Element**
 - **Goal CIR-1:** Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Cypress.
 - **Policy CIR-1.3:** Encourage development which contributes to a balanced land use, which in turn serves to reduce overall trip lengths (i.e., jobs/housing balance, locate retail in closer proximity to resident/patrons).
 - **Policy CIR-2.8:** Enhance the sidewalk environment to encourage pedestrian activities through streetscape and transit enhancement programs.
- **Conservation/Open Space/Recreation Element**
 - **Goal COSR-3:** Conserve energy resources through the use of available technology and conservation practices.
 - **Goal COSR-5:** Preserve Cypress' archaeological and paleontological resources.
 - **Policy COSR-5.2:** Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.



- **Policy COSR-6.1:** Continue to require new developments to provide recreational opportunities for their residents in accordance with the City's park standard, three acres of parkland per 1,000 residents.
- **Housing Element**
 - **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.
 - **Goal HOU-4:** Provide adequate housing sites through appropriate land use, zoning, and specific plan designations to accommodate the City's share of regional housing needs.
- **Safety Element**
 - **Goal SAF-1:** Protect residents, workers, and visitors from flood hazards, including dam inundation.
 - **Goal SAF-2:** Protect life and property in Cypress from seismic events and resulting hazards.
 - **Goal SAF-5:** Protect life and property in Cypress from urban fires. Maintain the Orange County Fire Authority's high level of service to community businesses and residents.
 - **Goal SAF-6:** Maintain the police department's high quality of service to the City.
 - **Goal SAF-8:** Protect Cypress residents from air operation accidents.
- **Noise Element**
 - **Goal N-2:** Incorporate noise considerations into land use planning decisions.
 - **Goal N-3:** Minimize noise spillover from commercial uses into nearby residential neighborhoods.
- **Air Quality Element**
 - **Goal AQ-1:** Reduce air pollution through proper land use and transportation planning.
 - **Goal AQ-2:** Improve air quality by reducing the amount of vehicular emissions in Cypress.
- **Growth Management Element**
 - **Goal GM-1:** Reduce traffic congestion.
 - **Policy GM-4.1:** To the extent feasible, utilize information on the jobs/housing balance in the City and region as a factor in land use decision-making.



Cypress Business and Professional Center Specific Plan. As set forth in the Land Use Element of the City’s General Plan, Specific Plans implement General Plan goals and policies by designating land uses, densities, development, and design standards in more specific detail. On April 17, 1990, the Cypress City Council adopted the Cypress Business and Professional Center Specific Plan (Specific Plan), which established comprehensive guidance and regulations for the development of approximately 298 acres of land within the City, including the approximately 13-acre project site. In 2012, the Cypress Business and Professional Center Specific Plan was amended. On June 5, 2018, Cypress voters approved the Cypress Town Center and Commons Specific Plan 2.0, which establishes a master plan and regulatory framework for the use and development of 154.4 acres of land that were formerly included in the Specific Plan area.

The Specific Plan is a regulatory plan that constitutes the zoning for the project site. As shown in Figure 3.6, Zoning Designations, according to the City’s Zoning Map, the project site currently has a zoning designation of PBP-25A, Planned Business Park (PBP), which is intended to provide for the development of educational, professional office, commercial, industrial, open space, or any public or semi-public uses. However, as discussed above, the Specific Plan largely governs the permitted uses on, and development standards for, the project site. As shown on Figure 3.4, the Specific Plan includes a Land Use Plan, which divides land within the Specific Plan area into nine different planning areas. Figure 3.4 also indicates that portions of the Specific Plan (all of Planning Area 1, most of Planning Area 8, and a small part of Planning Area 6) are now subject to Cypress Town Center and Commons Specific Plan 2.0.

As stated previously, the project site is part of Planning Area 5, which is designated for Professional Office uses. The Professional Office designation is intended to accommodate the development of professional and administrative offices that complement the adjacent hotel center within the Specific Plan area. Permitted uses within this land use designation include a variety of office, studio, financial institutions, governmental, corporate, employment, and health service uses. Uses permitted subject to a conditional use permit include commercial, trade or vocational schools, restaurant, service stations, post offices, and other similar uses that the Community Development Director finds to be compatible with these uses, subject to review or approval by the City Council.

The following policies included in the Specific Plan are relevant to the proposed project:

- **Development Plan**
 - **Overall Concept**
 - **Policy 1:** Encourage primarily employment generating business park and other commercial uses in the Specific Plan area and senior housing and related “continuum of care” facilities in Planning Area 9.
 - **Policy 2:** Encourage revenue generating uses (i.e., retail sales).
 - **Policy 3:** Utilize site plan review as a means of authorizing the maximum and best use of each parcel of land allowed by this Specific Plan.



- **Parcel Size**
 - **Policy 1:** Proposed tentative tract or parcel maps and/or conditional use permit applications for subdivisions must be accompanied by a site plan in order to be processed.
- **Race Track**
 - **Policy 2:** Encourage the design of projects along the common boundary with the race track to include integrated access.
- **Visual Quality and Design**
 - **Policy 2:** Require site plan review for each development project with the Specific Plan area.
- **Circulation Plan**
 - **Overall Concept**
 - **Policy 2:** Access driveway connections to arterial highways shall be aligned with major access points of adjacent developments.

4.10.4 Thresholds of Significance

The thresholds for land use and planning impacts used in this analysis are consistent with Appendix G of the *State CEQA Guidelines* and the City's *Initial Study/Environmental Checklist*. The proposed project may be deemed to have a significant impact with respect to land use and planning if it would:

Threshold 4.10.1: Physically divide an established community?

Threshold 4.10.2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

4.10.5 Project Impacts

Threshold 4.10.1: Would the project physically divide an established community?

No Impact. The area surrounding the project site is developed with a variety of racetrack, office, business park, commercial and retail services, and residential land uses as well as several religious facilities. The proposed project would replace approximately 13 acres of surface parking with a mix of residential, hotel, entertainment, and retail uses. The project is designed to activate a currently underutilized parcel along Katella Avenue, one of the City's major travel corridors, with a mix of land uses that would complement existing and planned development in the Specific Plan and the adjacent Cypress Town Center and Commons Specific Plan 2.0. In addition, the proposed project is designed to provide safe and attractive pedestrian connections to surrounding land uses rather than



dividing or separating existing land uses or neighborhoods. As a result, the project would not result in physical divisions in any established community. No mitigation is required.

Threshold 4.10.2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

Less Than Significant Impact. As discussed above, the main documents regulating land use on the project site and the immediate vicinity are the City’s General Plan and the Specific Plan. The proposed project’s relationship to these planning documents is described below; however, the proposed project’s consistency with the 2016–2040 RTP/SCS is also provided below.

SCAG Regional Transportation Plan/Sustainable Communities Strategy. Table 4.10.A provides a consistency analysis of the goals from the 2016–2040 RTP/SCS that are relevant to the proposed project. In order to eliminate repetitive policies and focus on key issues, goals that are not relevant to the proposed project are not included in Table 4.10.A. As stated in Table 4.10.A, the proposed project would be consistent with applicable goals in the 2016–2040 RTP/SCS, and no mitigation is required.

City of Cypress General Plan. Table 4.10.B provides a consistency analysis of the goals and policies from the City’s General Plan that are relevant to the proposed project. As stated in Table 4.10.B, the proposed project would be consistent with all of the applicable General Plan goals and policies.

Cypress Business and Professional Center Specific Plan. As described in Chapter 3.0, Project Description, the proposed project includes a Specific Plan Amendment request to modify the land use designation of the project site from Professional Office to a newly created mixed-use land use district that would allow residential and hotel uses, while still permitting commercial/retail uses. The proposed Specific Plan Amendment would separate the existing Planning Area 5 into two subareas (5A and 5B). Planning Area 5B would include the project site and be designated “Mixed Use Commercial/Residential.” Planning Area 5A, which is located east of the project site, would remain Professional Office. The new designation would allow for both residential and hotel uses as well as commercial uses. The Specific Plan Amendment would also update land use tables to incorporate the new Planning Area 5B and include site development standards and building floor area ratio (FAR) and site coverage standards specific to Planning Area 5B. In addition, the Specific Plan Amendment would include minor changes in the Design Guidelines to allow super graphics (large graphics) and projecting signage for the proposed movie theater. In addition to modifying the parking requirements that would apply to Planning Area 5B, the proposed Specific Plan Amendment would amend several of the goals and objectives of the Specific Plan. Therefore, upon its approval by the City Council, the proposed project would be consistent with the land use designations, development standards, design guidelines, parking requirements, and goals and objectives contained in the Specific Plan.

Table 4.10.C provides a consistency analysis of the policies from the Specific Plan that are relevant to the proposed project. As stated in Table 4.10.B, the proposed project would be consistent with all of the applicable Specific Plan policies.



Table 4.10.A: RTP/SCS Consistency Analysis

Relevant RTP/SCS Goals	Consistency Analysis
<p>RTP/SCS Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.</p>	<p>Consistent. The proposed project would amend the Specific Plan to create a new mixed-use land use district that would allow residential and hotel uses on the project site while still permitting commercial/retail uses. The development of up to 251 new housing units in an area of Cypress that is surrounded by business parks would improve the region’s economic competitiveness by ensuring that area workers would have access to new housing in close proximity to their jobs. Therefore, the proposed project would be consistent with Goal 1 in the 2016–2040 RTP/SCS.</p>
<p>RTP/SCS Goal 2: Maximize mobility and accessibility for all people and goods in the region.</p>	<p>Consistent. The proposed project would result in the replacement of a currently underutilized parking lot to a mix of land uses located directly adjacent to Katella Avenue, which is one of the City’s major travel corridors. Four OCTA bus stops for Westbound and Eastbound Route 50 are located directly adjacent and across the street from the project site, providing connections for the site with the local and regional transportation systems.</p> <p>Access to the project site would be provided via three driveways, one each off Siboney Street, Katella Avenue, and Winners Circle. Additionally, the proposed project is designed to provide safe and attractive pedestrian connections to surrounding land uses. Therefore, the proposed project would be consistent with Goal 2 of the 2016–2040 RTP/SCS.</p>
<p>RTP/SCS Goal 3: Ensure travel safety and reliability for all people and goods in the region.</p>	<p>Consistent. All proposed pedestrian improvements included as part of the proposed project would comply with City and OCFA standards to ensure their safety and reliability. Therefore, the proposed project would be consistent with Goal 3 in the 2016–2040 RTP/SCS.</p>
<p>RTP/SCS Goal 4: Preserve and ensure a sustainable regional transportation system.</p>	<p>Consistent. As described above in the analysis for Goal 2, the proposed project would provide safe and attractive pedestrian connections to surrounding land uses. The project site would be accessible from the existing bus stops on Katella Avenue, which would provide connections for the site to the local and regional transportation systems. Additionally, the project site is in the vicinity of a Class I regional bike path on Valley View and Class II bike lanes on Cerritos Avenue. Therefore, the proposed project would be consistent with Goal 4 in the 2016–2040 RTP/SCS.</p>
<p>RTP/SCS Goal 5: Maximize the productivity of our transportation system.</p>	<p>Consistent. The proposed project would provide access to the site from Siboney Street, Katella Avenue, and Winners Circle and would provide connections to public sidewalks adjacent to the project site, which would serve to connect the site with the local and regional transportation systems. As such, development of the proposed project would maximize the productivity of the existing roadway network in the vicinity of the site. In addition, the project would have access to OCTA’s transportation services and would be in the vicinity of existing bike facilities, which would encourage greater use of the region’s existing transportation system. Therefore, the proposed project would be consistent with Goal 5 in the 2016–2040 RTP/SCS.</p>



Table 4.10.A: RTP/SCS Consistency Analysis

Relevant RTP/SCS Goals	Consistency Analysis
<p>RTP/SCS Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).</p>	<p>Consistent. As described above in the analysis for Goal 2, the proposed project is designed to provide safe and attractive pedestrian connections to surrounding land uses. The project site would be accessible from the existing bus stops on Katella Avenue, which would provide connections for the site to the local and regional transportation systems. Additionally, the project site is in the vicinity of a Class I regional bike path on Valley View and Class II bike lanes on Cerritos Ave.</p> <p>As described in Section 4.2, Air Quality, of this EIR, construction and operation of the proposed project would result in less than significant air quality impacts with the implementation of Regulatory Compliance Measures. Because the proposed project would encourage active transportation and not degrade air quality, the proposed project would be consistent with Goal 6 in the 2016–2040 RTP/SCS.</p>
<p>RTP/SCS Goal 7: Actively encourage and create incentives for energy efficiency, where possible.</p>	<p>Consistent. The proposed project would provide energy efficiency through compliance with the California Green Building Standards Code (CALGreen Code). The proposed project would also incorporate a number of energy and water conservation measures, green building features, and Low Impact Development (LID) design features. Sustainability features proposed as part of the proposed project include, but are not limited to: the implementation of renewable energy (i.e., solar panels and LED lights) and USEPA energy star rating appliances. As such, the proposed project would be consistent with Goal 7 in the 2016–2040 RTP/SCS.</p>
<p>RTP/SCS Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p>Consistent. As described above in the analysis for Goal 2, the proposed project is designed to provide safe and attractive pedestrian connections to surrounding land uses. The project site would be accessible from the existing bus stops on Katella Avenue, which would provide connections for the site to the local and regional transportation systems. Additionally, the project site is in the vicinity of a Class I regional bike path on Valley View and Class II bike lanes on Cerritos Avenue.</p> <p>The proposed project would facilitate transit use and active transportation by providing a new dense, mixed-use development on an underutilized property along a major arterial street (Katella Avenue), which is already served by existing transit service on Katella Avenue. New residents would be able to take transit to or walk to surrounding land uses, including nearby jobs in the business parks clustered around the intersection of Valley View Street and Katella Avenue. Therefore, the proposed project would be consistent with Goal 8 in the 2016–2040 RTP/SCS.</p>

Source: Southern California Association of Governments. 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy.

LED = light-emitting diode

OCFA = Orange County Fire Authority

OCTA = Orange County Transportation Authority

RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy

USEPA = United States Environmental Protection Agency



Table 4.10.B: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Land Use Element	
<p>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.</p>	<p>Consistent. The proposed project would develop a mixed-use project in an area of the City that is currently characterized by a mix of residential and commercial uses. As discussed further in Section 4.13, Public Services, and Section 4.17, Utilities and Service Systems, the affected public agencies were contacted during preparation of this EIR to determine potential project-related impacts to affected public agencies. As described in Sections 4.13 and 4.17, the project’s impacts to utilities and other public services would be less than significant. Therefore, project implementation would contribute to a well-balanced land use pattern that accommodates the City’s existing and future needs for housing and commercial uses, while providing adequate community services to City residents. Therefore, the proposed project would be consistent with General Plan Land Use Element Goal LU-1.</p>
<p>Policy LU-1.2: Allow for multi-family infill in designated areas to satisfy regional housing needs.</p>	<p>Consistent. The proposed project would develop multi-family housing on an underutilized infill parcel along a major arterial street. Although the proposed project would require the approval of a Specific Plan amendment to create a new mixed-use land use district that would allow residential uses on the project site, as described in further detail in Section 4.12, Population and Housing, the development of new housing on the project site would help the City meet its regional housing needs requirements. Therefore, the proposed project would be consistent with General Plan Land Use Element Policy LU-1.2.</p>
<p>Goal LU-2: Ensure that new development is compatible with surrounding land uses, the circulation network, availability of public facilities, and existing development constraints.</p>	<p>Consistent. As demonstrated in this Section 4.10, Land Use and Planning; Section 4.2, Air Quality; and Section 4.11, Noise, the project is designed to be compatible with surrounding land uses. As discussed further in Section 4.15, Transportation, the proposed project would have less than significant impacts on the local circulation network. According to Section 4.13, Public Services, and Section 4.17, Utilities and Service Systems, the proposed project would not have a significant impact on public facilities in light of existing development constraints. Therefore, the proposed project would be consistent with General Plan Land Use Element Goal LU-2.</p>
<p>Policy LU-2.2: Where residential/commercial mixed use is permitted, ensure compatible integration of adjacent uses to minimize conflicts.</p>	<p>Consistent. As demonstrated in this Section 4.10, Land Use and Planning; Section 4.2, Air Quality; Section 4.11, Noise; and Section 4.15, Transportation, the project is designed to be compatible with surrounding land uses. Therefore, the proposed project would be consistent with General Plan Land Use Element Policy 2.2.</p>
<p>Policy LU-2.4: Mitigate traffic congestion and unacceptable levels of noise, odors, dust, and light and glare which affect residential areas and sensitive receptors, where feasible.</p>	<p>Consistent. As discussed in Section 4.15, Transportation, the proposed project would not generate significant adverse impacts related to traffic and transportation. As discussed in Sections 4.1, Aesthetics, 4.2, Air Quality, and 4.11, Noise, sensitive receptors at nearby churches and residential neighborhoods would not experience unacceptable levels of noise, odors, dust, light, or glare as a result of project implementation. Therefore, the proposed project would be consistent with General Plan Land Use Element Policy LU-2.4.</p>



Table 4.10.B: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
<p>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.</p>	<p>Consistent. As shown in Figure 3.9, Conceptual Landscape Plan, in Chapter 3.0, Project Description, the proposed project would provide internal walkways connecting the on-site residential, commercial and hotel uses. In addition to installing a new sidewalk along Siboney Street to the west of the project site, the proposed project would provide pedestrian connections to the existing sidewalks along Katella Avenue and Winners Circle, which would facilitate pedestrian access to neighboring commercial development to the east and west. The proposed project would also provide pedestrian connections to areas north of the project site that are planned for future development under the Cypress Town Center and Commons Specific Plan 2.0. Therefore, the proposed project would be consistent with General Plan Land Use Element Policy LU-2.7.</p>
<p>Goal LU-5: Ensure that public facilities and services are available to accommodate development allowed under the General Plan and Zoning Ordinance.</p>	<p>Consistent. The proposed project would amend the Specific Plan to create a new mixed-use land use district that would allow residential and hotel uses on the project site while still permitting commercial/retail uses. As discussed further in Section 4.13, Public Services, public facilities and services in the City of Cypress would not be significantly impacted by the proposed project. With implementation of mitigation measures or adherence to regulatory standards, project implementation would not disrupt or impair current fire, police, library, or education service levels. As discussed in Section 4.14, Recreation, the proposed project’s new residents would generate an incremental increase in demand for park facilities; however, this increased demand would be offset by the payment of park fees required by Regulatory Compliance Measure REC-1. Therefore, the proposed project would be consistent with General Plan Land Use Element Goal LU-5.</p>
<p>Policy LU-5.5: Continue to make incremental improvements to the City’s flood control and drainage system.</p>	<p>Consistent. As discussed in Section 4.9, Hydrology and Water Quality, the proposed project would result in less than significant impacts related to causing a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding during construction or operation. The proposed project’s stormwater detention system would be designed to attenuate the 100- year storm event and meet the City’s peak discharge requirement of 4.0 cfs from the project site. This would help alleviate pressure on the existing Katella Avenue stormdrain, which is currently at capacity, and make incremental improvements in the City’s flood control and drainage system. Therefore, the proposed project would be consistent with General Plan Land Use Element Policy LU-5.5.</p>
<p>Goal LU-17: Facilitate the expansion of the local serving retail sector.</p>	<p>Consistent. The proposed project would include 20,800 sf of commercial retail space, which would allow for the addition of new local-serving retail establishments. Therefore, the proposed project would be consistent with General Plan Land Use Element Goal LU-17.</p>
<p>Policy LU-17.1: Increase the fiscal benefits to the City by attracting new retail, restaurant and entertainment businesses that can better serve the local population and employment.</p>	<p>Consistent. The proposed project would include 20,800 sf of commercial retail space and a 10-screen movie theater. Because the City does not currently have any movie theaters, the proposed project would add new entertainment uses to serve local residents and employees. Therefore, the proposed project would be consistent with General Plan Land Use Element Policy LU-17.1.</p>



Table 4.10.B: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Policy LU-17.2: Target locations for new retail establishments in heavily traveled areas, such as along Lincoln Avenue and Valley View Street, as well as locations for a potential restaurant row.	Consistent. The proposed project would include 20,800 sf of new commercial retail space along Katella Avenue, one of the City's most heavily traveled streets. Therefore, the proposed project would be consistent with General Plan Land Use Element Policy LU-17.2.
Circulation Element	
Goal CIR-1: Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Cypress.	Consistent. As discussed in Section 4.15, Transportation, the proposed project would result in less than significant impacts related to traffic at all study area intersections. Therefore, the proposed project would be consistent with General Plan Circulation Element Goal CIR-1.
Policy CIR-1.3: Encourage development which contributes to a balanced land use, which in turn serves to reduce overall trip lengths (i.e., jobs/housing balance, locate retail in closer proximity to resident/patrons).	Consistent. The proposed project would include 20,800 sf of new commercial retail space along Katella Avenue, one of the City's most heavily traveled streets. Therefore, the proposed project would be consistent with General Plan Circulation Element Policy CIR-1.3.
Policy CIR-2.8: Enhance the sidewalk environment to encourage pedestrian activities through streetscape and transit enhancement programs.	Consistent. As shown in Figure 3.9, Conceptual Landscape Plan, in Chapter 3.0, Project Description, the proposed project would install a new sidewalk along Siboney Street to the west of the project site and connections to the existing sidewalks along Katella Avenue and Winners Circle, which would facilitate pedestrian access to neighboring commercial development to the east and west. The proposed project would also provide pedestrian connections to areas north of the project site that are planned for future development under the Cypress Town Center and Commons Specific Plan 2.0. Therefore, the proposed project would be consistent with General Plan Circulation Element Policy CIR-2.8.
Conservation/Open Space/Recreation Element	
Goal COSR-3: Conserve energy resources through the use of available technology and conservation practices.	Consistent. As described in Section 4.5, Energy, the proposed project would comply with the energy efficiency standards included in Title 24 (Regulatory Compliance Measure E-1), which would significantly reduce energy usage. Therefore, the proposed project would be consistent with General Plan Conservation/Open Space/Recreation Element Goal COSR-3.
Goal COSR-5: Preserve Cypress' archaeologic and paleontologic resources.	<p>Consistent. As described in Section 4.6, Geology and Soils, the proposed project would implement Mitigation Measure GEO-2, which would require that a qualified paleontologist be contacted in the event that any paleontological resources are discovered during ground-disturbing activities so the discovery can be assessed for scientific importance. The qualified paleontologist shall then make recommendations regarding treatment and disposition of the discovery, the need for paleontological monitoring, and preparation of the appropriate report. Implementation of Mitigation Measure GEO-2 would ensure that impacts to paleontological resources are reduced to a level that is less than significant.</p> <p>As described in Section 4.4, Cultural Resources, the proposed project would implement Mitigation Measure CUL-1, which would require that a qualified professional archaeologist provide cultural resources awareness training prior to the commencement of ground-disturbing activities. If construction personnel encounter any archaeological deposits during construction activities, a qualified professional archaeologist will be contacted to assess the nature of the find, with</p>



Table 4.10.B: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
	<p>the archaeological resources assessed and/or protected as they are discovered. Implementation of Mitigation Measure CUL-1 would ensure that impacts to archaeological resources are reduced to a level that is less than significant.</p> <p>Therefore, the proposed project would be consistent with General Plan Conservation/Open Space/Recreation Element Goal COSR-5.</p>
<p>Policy COSR-5.2: Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.</p>	<p>Consistent. Refer to Mitigation Measure CUL-1 in Section 4.4, Cultural Resources, and Mitigation Measure GEO-2 in Section 4.6, Geology and Soils. The proposed project has the potential to affect unknown archaeological and paleontological resources. The proposed project would adhere to the <i>State CEQA Guidelines</i> for environmental documentation and mitigation measures where development could affect these resources. Mitigation Measures CUL-1 and GEO-2 would ensure project compliance with CEQA, the California Code of Regulations, the State Health and Safety Code, and the California Public Resources Code as they relate to archaeological and paleontological resources, respectively.</p> <p>Therefore, the proposed project would be consistent with General Plan Conservation/Open Space/Recreation Element Policy COSR-5.2.</p>
<p>Policy COSR-6.1: Continue to require new developments to provide recreational opportunities for their residents in accordance with the City's park standard, three acres of parkland per 1,000 residents.</p>	<p>Consistent. As discussed in Section 4.14, Recreation, the proposed project's new residents would generate an incremental increase in demand for park facilities; however, this increased demand would be offset by the payment of park fees required by Regulatory Compliance Measure REC-1. In addition, the proposed project would include public and private open space/recreational amenities. Therefore, the proposed project would be consistent with General Plan Conservation/Open Space/Recreation Element Policy COSR-6.1.</p>
Housing Element	
<p>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.</p>	<p>Consistent. The proposed project would develop multi-family rental housing on an underutilized infill parcel. As described in further detail in Section 4.12, Population and Housing, the development of new housing on the project site would help the City meet its regional housing needs requirements. Therefore, the proposed project would be consistent with General Plan Housing Element Goal HOU-3.</p>
<p>Goal HOU-4: Provide adequate housing sites through appropriate land use, zoning, and specific plan designations to accommodate the City's share of regional housing needs.</p>	<p>Consistent. The proposed project includes a Specific Plan amendment to create a new mixed-use land use district that would allow residential uses on the project site. As described in further detail in Section 4.12, Population and Housing, the development of new housing on the project site would help the City meet its regional housing needs requirements. Therefore, the proposed project would be consistent with General Plan Housing Goal HOU-4.</p>
Safety Element	
<p>Goal SAF-1: Protect residents, workers, and visitors from flood hazards, including dam inundation.</p>	<p>Consistent. As described in further detail in Section 4.9 Hydrology and Water Quality, the proposed project would not result in significant impacts related to flooding. Additionally, the project site has a very low likelihood of flooding and the proposed on-site stormdrain system would be adequately sized to accommodate stormwater runoff so that on-site flooding would not occur. Therefore, the proposed project would be consistent with General Plan Safety Element Goal SAF-1.</p>



Table 4.10.B: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Goal SAF-2: Protect life and property in Cypress from seismic events and resulting hazards.	Consistent. As discussed in further detail in Section 4.6, Geology and Soils, with the implementation of Mitigation Measure GEO-1, which requires compliance with the recommendations in the project Geotechnical Assessment, all impacts related to geological hazards would be less than significant. As such, the proposed project would be consistent with General Plan Safety Element Goal SAF-2.
Goal SAF-5: Protect life and property in Cypress from urban fires. Maintain the Orange County Fire Authority's high level of service to community businesses and residents.	Consistent. As discussed in further detail in Section 4.13, Public Services, the proposed project requires the implementation of Mitigation Measure PS-1, which requires the Applicant/Developer to enter into a Secured Fire Protection Agreement with the Orange County Fire Authority. The Secured Fire Protection Agreement with the County Fire Authority would ensure adequate service to the project site. As such, the proposed project would be consistent with General Plan Safety Element Goal SAF-5.
Goal SAF-6: Maintain the police department's high quality of service to the City.	Consistent. As discussed in further detail in Section 4.13, Public Services, the proposed project is expected to be adequately served by existing police facilities. Additionally, the proposed hotel, apartment building, movie theater, and retail buildings are anticipated to hire private security, enhancing on-site surveillance and potentially reducing the demand for police services to the project site. Additionally, the Cypress Police Department would review the site plan during the project approval phase and would impose standard conditions of approval. As such, the proposed project would be consistent with General Plan Safety Element Goal SAF-6.
Goal SAF-8: Protect Cypress residents from air operation accidents.	Consistent. As discussed in further detail in Section 4.8, Hazards and Hazardous Materials, the proposed project would not result in a safety hazard for people in the project area because the proposed project would comply with all appropriate Federal Aviation Administration (FAA) standards and requirements, including compliance with Federal Aviation Regulations [FAR] Part 77 requirements as required by Regulatory Compliance Measure HAZ-1. As such, the proposed project would be consistent with General Plan Safety Element Goal SAF-8.
Noise Element	
Goal N-2: Incorporate noise considerations into land use planning decisions.	Consistent. As discussed in further detail in Section 4.11, Noise, the proposed uses on the project site would be compatible with surrounding uses based on noise standards established by the City. Therefore, the proposed project would result in the development of land uses consistent with the City's noise standards and the proposed project would be consistent with General Plan Noise Element Goal N-2.
Goal N-3: Minimize noise spillover from commercial uses into nearby residential neighborhoods.	Consistent. As discussed in further detail in Section 4.11, Noise, with the implementation of mitigation measures, which include measures to reduce noise impacts to surrounding residential areas, noise impacts would be less than significant. As such, the proposed project would be consistent with General Plan Noise Element Goal N-3.



Table 4.10.B: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Air Quality Element	
<p>Goal AQ-1: Reduce air pollution through proper land use and transportation planning.</p>	<p>Consistent. As discussed in further detail in Section 4.2, Air Quality, the proposed project allows easy access to the commercial/retail uses through its mixed use design and proximity of the residential and retail segments. The proposed project would facilitate transit use by providing a new dense, mixed-use development on an underutilized property along a major arterial street (Katella Avenue), which is already served by existing transit service. As such, the proposed project would be consistent with General Plan Air Quality Element Goal AQ-1.</p>
<p>Goal AQ-2: Improve air quality by reducing the amount of vehicular emissions in Cypress.</p>	<p>Consistent. As discussed in further detail in Section 4.2, Air Quality, the proposed project reduces vehicle emissions by increasing internal capture between residential and retail segments. The proposed project would also facilitate transit use by providing a new dense, mixed-use development on an underutilized property along a major arterial street (Katella Avenue), which is already served by existing transit service. As such, the proposed project would be consistent with General Plan Air Quality Element Goal AQ-2.</p>
Growth Management Element	
<p>Goal GM-1: Reduce traffic congestion.</p>	<p>Consistent. As discussed in Section 4.15, Transportation, the proposed project would result in less than significant impacts related to traffic at all study area intersections. Therefore, the proposed project would be consistent with General Plan Growth Management Element Goal GM-1.</p>
<p>Policy GM-4.1: To the extent feasible, utilize information on the jobs/housing balance in the City and region as a factor in land use decision-making.</p>	<p>Consistent. According to the Growth Forecast prepared for the 2020-2045 RTP/SCS, the City of Cypress had a jobs-to-household ratio of 1.74, which is slightly higher than that of Orange County overall (1.67). This means that the City experiences a minor influx of workers from surrounding communities. The proposed project's addition of 251 new housing units and approximately 115 new jobs on the project site would slightly lower the City's jobs-to-household ratio from 1.74 to 1.72. Generally speaking, however, the Orange County region suffers from a surplus of jobs and a deficit of housing to serve the workers employed in those jobs. Consistent with the referenced policy, this information will be provided to City decision-makers prior to considering approval of the proposed project. Therefore, the proposed project would be consistent with General Plan Growth Management Element Policy GM-4.1.</p>

Source: City of Cypress General Plan (2001).



Table 4.10.C: Specific Plan Consistency Analysis

Relevant Specific Plan Policies	Consistency Analysis
Development Plan	
<p>Overall Concept Policy 1: Encourage primarily employment generating business park and other commercial uses in the Specific Plan area and senior housing and related “continuum of care” facilities in Planning Area 9.</p>	<p>Consistent. The Specific Plan amendment proposed as part of the project would amend this policy as follows: “Encourage employment-generating business park and other commercial uses in the Specific Plan area, <u>while expanding the diversity of housing by providing multifamily housing in Planning Area 5B,</u> and senior housing and related "continuum of care" facilities, in Planning Area 9.” The proposed project would include the development of multifamily housing and employment-generating commercial and retail uses in Planning Area 5B. Therefore, the proposed project would be consistent with Overall Concept Policy 1.</p>
<p>Overall Concept Policy 2: Encourage revenue generating uses (i.e., retail sales).</p>	<p>Consistent. The proposed project would develop a mixed-use project including retail, hotel, and commercial uses on a currently underutilized parcel. Therefore, the proposed project would encourage sales tax revenue generating uses and would be consistent with Overall Concept Policy 2.</p>
<p>Overall Concept Policy 3: Utilize site plan review as a means of authorizing the maximum and best use of each parcel of land allowed by this Specific Plan.</p>	<p>Consistent. As described in Chapter 3.0, Project Description, a Site Plan/Design Review would be conducted pursuant to Section 4.19.060 of the City’s Municipal Code by the Cypress Design Review Committee. As such, the proposed project would be consistent with Overall Concept Policy 3.</p>
<p>Parcel Size Policy 1: Proposed tentative tract or parcel maps and/or conditional use permit applications for subdivisions must be accompanied by a site plan in order to be processed.</p>	<p>Consistent. As described in Chapter 3.0, Project Description, a Site Plan/Design Review would be conducted in conjunction to the approvals required for the proposed project, including a Tentative Parcel Map and Conditional Use Permit. As such, the proposed project would be consistent with Parcel Size Policy 1.</p>
<p>Race Track Policy 2: Encourage the design of projects along the common boundary with the race track to include integrated access.</p>	<p>Consistent. The proposed project is designed to provide safe and attractive pedestrian connections to surrounding land uses, including the race track. As such, the proposed project would be consistent with Race Track Policy 2.</p>
<p>Visual Quality and Design Policy 2: Require site plan review for each development project with the Specific Plan area.</p>	<p>Consistent. As described in Chapter 3.0, Project Description, a Site Plan/Design Review would be conducted as part of the proposed project pursuant to Section 4.19.060 of the City’s Municipal Code by the Cypress Design Review Committee. As part of this review, the City would consider whether the proposed project is in compliance with all zoning requirements and consider the aesthetics and design of the proposed project relative to the aesthetic qualities within the City. As such, the proposed project would be consistent with Visual Quality and Design Policy 2.</p>
Circulation Plan	
<p>Overall Concept Policy 2: Access driveway connections to arterial highways shall be aligned with major access points of adjacent developments.</p>	<p>Access to the project site would be provided on Siboney Street and Winners Circle, which provide access to Katella Avenue for adjacent developments. As such, the proposed project would be consistent with Overall Concept Policy 2.</p>

Source: Amended and Restated Cypress Business and Professional Center Specific Plan (2012).



Summary. As discussed above, the proposed project would be consistent with the 2016–2040 RTP/SCS, the City’s General Plan, and the amended Specific Plan. Therefore, the proposed project would result in less than significant impacts related to potential conflicts with applicable land use plans, policies, and regulations, and no mitigation is required.

4.10.6 Level of Significance Prior to Mitigation

The proposed project would result in less than significant impacts related to land use and planning.

4.10.7 Regulatory Compliance Measures and Mitigation Measures

The proposed project would not result in potentially significant impacts related to land use and planning, so no mitigation is required. No regulatory compliance measures are required.

4.10.8 Level of Significance after Mitigation

No mitigation is required. The proposed project would not result in potentially significant impacts related to land use and planning.

4.10.9 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use and planning. The cumulative impact area for land use for the proposed project is the City of Cypress. Several development projects are approved and/or pending within the City. Table 4.A (refer to Chapter 4.0, Existing Setting, Environmental Analysis, Impacts, and Mitigation Measures) lists adopted and planned projects within the City, and Figure 4.1, Location of Related Projects, maps the locations of these projects. Each of these projects, as well as all proposed development in the City, would be subject to its own General Plan consistency analysis and would be reviewed for consistency with adopted land use plans and policies.

The City of Cypress is an urbanized area with a wide variety of established land uses. The land around the project site has been developed with a variety of residential, business park, racetrack, and commercial, land uses. As previously stated, the project site is designated for Professional Office uses in the Specific Plan. However, the proposed project would amend the Specific Plan to modify the land use designation of the project site from Professional Office to Mixed Use Commercial/Residential (Planning Area 5B) to accommodate the project’s proposed uses. The proposed project would also amend the Specific Plan to update the land use tables to incorporate the new Planning Area 5B and include site development standards and building floor area ratio (FAR) and site coverage standards specific to Planning Area 5B. In addition, the Specific Plan Amendment would include minor changes in the Design Guidelines to allow super graphics (large graphics) and projecting signage for the proposed movie theater. In addition to modifying the parking requirements that would apply to Planning Area 5B, the proposed Specific Plan Amendment would amend several of the goals and objectives of the Specific Plan. Should the City Council approve the proposed project, the proposed project would be consistent with the Specific Plan and cumulative land use impacts would be considered less than significant.



The proposed project would include land uses that would be compatible with the existing and planned neighborhoods and commercial areas surrounding the project site and would replace the existing underutilized parking lot on the project site. Therefore, the proposed project would not contribute to a pattern of development that adversely impacts adjacent land uses or conflicts with existing on site or surrounding land uses.

There are no incompatibilities between the proposed project and planned future projects in the City, which primarily include mixed-use and residential developments. As discussed previously, the proposed project would not divide an established community; conflict with the SCAG 2016-2040 RTP/SCS or any City-adopted plans or policies. All identified City-related projects would be reviewed for consistency with adopted land use plans and policies by the City. For this reason, the related projects are anticipated to be consistent with applicable General Plan and zoning requirements, or would be subject to allowable exceptions; further, they would be subject to CEQA, mitigation requirements, and design review. Therefore, the proposed project would not contribute to a significant cumulative land use compatibility impact in the study area, and no mitigation is required.



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